



## 5.0 COMMENTS

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### 5.0 COMMENTS

Attached are the comments received due to the public hearing. Following each comment is a formal response.



## 5.0 COMMENTS

### ***5.1 Comments Received During Official Period***

## RESOLUTION NO. 1320-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILTON, FLORIDA, TO IDENTIFY THE NEED, IDENTIFY THE METHOD, AND IDENTIFYING THE MEANS TO PROVIDE A CONNECTION FROM THE INTERSECTION OF HIGHWAY 87 NORTH AND HIGHWAY 90 TO THE PROPOSED TERMINOUS OF SEGMENT 1c OF THE FLORIDA DEPARTMENT OF TRANSPORTATIONS HIGHWAY 87 CONNECTOR PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY AND APPROVING TRANSMITTAL OF THE RESOLUTION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION.

**BE IT RESOLVED** by the City Council of the City of Milton, Florida:

**WHEREAS**, the City of Milton is a political Subdivision of the State of Florida and through its Council speaks for the citizens of the community; and

**WHEREAS**, the City of Milton, Santa Rosa County, the Florida Panhandle, and the surrounding region are experiencing tremendous growth and development which greatly increases the need for transportation linkages that will reduce area congestion; and

**WHEREAS**, the City believes that the 87 alternative identified as part of the Florida Department of Transportation's (FDOT) 87 Connector Project Development and Environmental study (PD&E) as segments 1a, 1b, and 1c represents the preferred alternative to the citizens of this community, and

**WHEREAS**, the City of Milton deems it advisable and in the best interests of the City, its inhabitants, and residents to identify its preferred alternative from the current list of alternatives as presented by the Florida Department of Transportation, and

**WHEREAS**, the City of Milton believes that safely moving people and goods is its major priority in identifying its preferred alternative; and

**WHEREAS**, the City Council of the City of Milton as a responsible unit of government, desires to make certain its discretionary actions to be considered and taken by the City in connection with the selection of an alternative is in support of a viable, fundable, and buildable project, and

**WHEREAS**, the Project Development and Environmental (PD&E) study currently being conducted provides several alternatives;

**NOW, THEREFORE**, it is hereby RESOLVED by the City Council for the City of Milton, Florida does hereby affirm its support of segments 1a, 1b, and 1c as the desired future route of the Highway 87 connector.

**PASSED AND ADOPTED** by the City Council on this 10th day of November, 2014.

BY: \_\_\_\_\_

Wesley Meiss  
Wesley Meiss, Mayor

ATTEST: \_\_\_\_\_

Dewitt Nobles  
Dewitt Nobles, City Clerk

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Donald Yetts PHONE: 850 525 1300

ADDRESS: 6574 Fall St, Milton FL 32570

EMAIL: donjuandojo@gmail.com

INTEREST IN PROJECT: I C

COMMENTS: My family and I live on Fall St in the Harvest Point subdivision. Our house will be butted right up to the proposed road (option 2A) if it is built. We built our house 3 yrs ago in Harvest Point with the location being a huge factor. Our house is backed directly by woods and that reason played a large role in picking our location to build. If option 2A is picked, instead of a nice and quiet forest behind us, it will be replaced with a concrete wall and noisy traffic. Not to mention, the noise of constructing the road on top of everything that comes with option 2A. I did not build a home for my family and I in a quiet neighborhood only to have, 3 years later, a busy highway to be built no more than 25 feet off of my backyard fence. Option 1C is the route to take and I firmly believe that the entire Harvest Point subdivision will agree with me.





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Donald Yetts  
6574 Fall Street  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Yetts:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your preference of alternative one. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015, which will outline the final decision.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to building a road behind the Harvest Point Subdivision.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley, FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Kelley White PHONE: 982-3196  
ADDRESS: ~~1000~~ 10580 Fall St. Milton, FL 32570  
EMAIL: white2244@gmail.com  
INTEREST IN PROJECT: 1C

COMMENTS: My family built our house on the  
lot it's on because it backed up to  
woods. We wanted as much privacy  
and "quietness" as we could get living  
in a neighborhood. We have small  
children which brings some concerns also.  
-Noise.... a cement wall will not do the  
job because we do not want to look out our  
back door at a wall.  
- A highway would bring more hitchhikers,  
homeless people closer to our property, and  
more drug trafficking.  
We are completely against 2C next  
to Harvest Point Neighborhood.  
Please consider 1C.



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Ms. Kelley White  
6580 Fall Street  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. White:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your preference of alternative 1. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015 which will outline the final decision.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to noise and building a road behind the Harvest Point Subdivision.



Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Lola Rollo PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL: lola.rollo@gmail.com

INTEREST IN PROJECT: storm evac - less traffic  
into Milton

COMMENTS: \_\_\_\_\_

would prefer IC route



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 15, 2014

Ms. Lola Rollo  
lola.rollo@gmail.com

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Rollo:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your preference of alternative one. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015 which will outline the final decision.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to storm evacuation and bringing less traffic into Milton.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517



PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: ROGER CHIRPE PHONE: 850-626-0680

ADDRESS: 7053 MARISSA POINT LN MILTON FL 32570

EMAIL: RCHIRPE@AOL.COM

INTEREST IN PROJECT: HOMEOWNER ADJACENT TO ALTERNATIVE 2 ROUTE.

COMMENTS: I AM VERY CONCERNED ABOUT THE CLOSE PROXIMITY OF ALTERNATIVE/CORRIDOR 2 TO HARVEST POINT SUBDIVISION. WHAT CONSIDERATION IS BEING GIVEN TO HOMEOWNERS WHOSE PROPERTY BACKS UP TO THE PROPOSED CORRIDOR. I AM CONCERNED ABOUT ENTERING AND EXITING THE SUBDIVISION. HOW ARE NOISE AND POLLUTION PROBLEMS GOING TO BE ADDRESSED?



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Roger Chirpe  
7053 Marissa Point Lane  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Chirpe:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on the proximity of Alternative 2 and the Harvest Point Subdivision. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015, which will outline the final decision.

During the PD&E process, an Air and Noise study was completed. This study outlined that a noise barrier may be feasible along the Harvest Point Subdivision. The design of the barrier will be finalized during the final design phase, if this alternative is chosen.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the

transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to entering and exiting the subdivision, as well as noise and pollution problems.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive, flowing style.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Ragan Soley PHONE: (850) 436-5445

ADDRESS: 6574 Fall St. Milton, FL 32570

EMAIL: ragandobbins@gmail.com

INTEREST IN PROJECT: IC

COMMENTS: My Family and I live on Fall St. in the Harvest Point  
Subdivision. My Family and I are completely against (Alternative 2A).  
Alternative 2A would ~~impact~~ impact my Family a great  
deal. 2A would be backed up to our backyard within a  
25 ft distance. ~~also~~ We built our home in 2011 and chose  
our property ~~space~~ knowing that there would only be woods  
behind us. My Family and I chose our property for the privacy and  
scenery and being told that we would always have that privacy.  
I am not okay with a Highway or concrete wall behind us.  
My home and property is very important to me and Family. With 2A  
we would open our back gate and see and hear traffic right behind  
us. Due to safety and Privacy of my Family ~~we don't agree~~ I would  
rather see IC being constructed.





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Ms. Ragan Soley  
6574 Fall Street  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Soley:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your reluctance to Alternative 2. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015 which will outline the final decision.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to safety and privacy at the Harvest Point Subdivision due to the proposed Alternative 2.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Walt White PHONE: 205-534-4345

ADDRESS: 6580 Fall <sup>st</sup> Milton, FL

EMAIL: White2244@gmail.com

INTEREST IN PROJECT: 1C NO to project 2

COMMENTS: We built our home on this lot with the  
intent to have a quiet backyard for ourselves and  
our kids. We do not want this road at all  
to come through our backyard. I think option 1  
would be a better fit for Milton to go.  
We built our home for the simple fact  
that it is woods and animals. We do not  
want this road to come through our yard out  
all. NO to option one. Thank you,



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Walt White  
6580 Fall Street  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. White:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your opposition to Alternative 2. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comment will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015 which will outline the final decision.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.



Again, thank you for your concerns related to Alternative 2 bringing a road in close proximity to your homestead.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

**Subject:** From Melanie Rodriguez to Peggy Kelley  
**From:** Melanie (cooljewelryshop@yahoo.com)  
**To:** peggy.kelley@dot.state.fl.us; cooljewelryshop@yahoo.com;  
**Date:** Monday, November 17, 2014 5:58 AM

*Public input  
 July 87 connectors*

Rodriguez  
 6496 Fall St  
 Milton, FL 32570

*6496 FALL ST  
 MILTON, FL  
 32570  
 850-564-4367*

Dear Peggy:

I already sent in 13 pages of comments, questions and pictures.

\* This email contains 16 more questions and more comments.

Do I need to send this email in the mail, or can you print this and submit it to the powers that be?

**Question:**

Exactly who are those powers that be who will be deciding my families life?

I would like to speak to them either on the phone or in person **BEFORE THE DECISION IS MADE.**

I went to your web site and started looking at Document SR87 EIS Appendix J

In that document it states:

*"The project will first need to go through ET DM screening to expand the area that was evaluated in the*

*Project # 2861 Screening Report published on **February 19, 2008.**"*

This means that the project actually started BEFORE 2009.

**#1)**

**WHAT WAS THE EXACT GENESIS DATE OF THIS PROJECT?"**

On the PROJECT SCHEDULE CHART it shows a category of "Notice to Proceed" IN 2009

**#2)**

**What is the date of the Notice to Proceed?**

**RECEIVED**

NOV 19 2014

ENVIRONMENTAL MANAGEMENT  
 OFFICE

I also see Federal Highway administration Review from 2014 to 2015

**#3)**

**Who do I contact at the Federal Highway Admin there to send my input to?**

I also see the Location Design Concept Acceptance in 2015

**#4)**

**Is this slot the dates for the final decision as to which corridor will be built?**

**Or is this just the DESIGN Concept?**

**#5)**

**What exactly are those dates?**

*P1 of 3*

I went to a map regarding proposed land acquisition by Florida Forever. Their proposed acquisitions are in the very area 2a would be built. That is another reason to choose the other route 1a. It does not conflict with Florida Forever Acquisitions.  
[http://www.dep.state.fl.us/lands/FFAnnual/ClearCreek\\_Whiting\\_Field.pdf](http://www.dep.state.fl.us/lands/FFAnnual/ClearCreek_Whiting_Field.pdf)

#6)

**At one time, did 2a go further north AWAY from Harvest Point?**

#7

**If so, why was it changed?**

That is A VERY LARGE land parcel right behind us. WHY DON'T YOU BUILD THE ROAD ON THAT LAND PARCEL AT LEAST 500 FT FROM OUR PROPERTY LINE??????

#8

**In the SR87 Connector Corridor Selection document dated January 27, 2011**

**<http://www.sr87connector.com>**

**[/Docs/SR%2087%20Connector%20Jan.%2027%20Corridor%20Mtg.pdf](http://www.sr87connector.com/Docs/SR%2087%20Connector%20Jan.%2027%20Corridor%20Mtg.pdf)**

Page 22 Purpose and Need

Corridor 2 came in third place. Corridor 1 came in first place.

Page 23 Traffic Comparisons

Corridor 2 came in third place. Corridor 1 came in first place.

Page 31 Environmental Analysis

Corridor 2 came in fifth place. Corridor 1 came in third place

Page 32 Social Impacts

They studied impacts WITHIN the corridor.

#9

**What about the impact RIGHT NEXT TO THE CORRIDOR?**

We will be within 50 ft of it.

**IF 2a IS CHOSEN THAT WILL RUIN OUR LIVES!**

Page 33 Construction Costs

Corridor 1 is LESS EXPENSIVE than Corridor 2

Page 37 Final Evaluation Summary

Corridor 1 came in first

Corridor 2 came in third

Rodriguez  
6496 Fall St  
Milton, FL 32570

P2 of 3

#10

Who is and what is the contact person/email for relocation benefits?

If Alternative 2 a is chosen (which is 50 ft from behind our home) we want to apply for relocation benefits. I know people in the right of way are relocated. However, we will be forced to relocate if that road goes behind our home. The road will be the reason we are forced to move. Where do we apply for benefits?

#11

What entity does she/he work for? FDOT?

#12

What date is the estimate for when funding might be activated?

In the newsletter dated Feb 2014 on the bottom of Page 2 "desires of the local jurisdictions" are mentioned as part of the decision making process.

#13

Who and what are the "local jurisdictions"?

#14

What are the contact numbers for the "local jurisdictions"?

#15

I noticed that some of your notices do not have a date on them. An example is the last meeting Nov 13, 2014. No date on the front page. There is another one titled SR 87 Connector PD&E Study Corridor Public Meeting. There are no dates until the last page where it gives the deadline for comments as February 7, 2011. So I know it was sometime in January 2011. Why no dates on the pages?

#16

EXACTLY What date will the final corridor choice be made?

#17

Will the PD&E Study to be finished in June 2015 include BOTH alternatives?

#18

Will there be any other chances for input?

  
ck

Rodriguez  
6496 Fall St  
Milton, FL 32570

P3 of 3

11-15-14

TO  
S.R.87 CONNECTOR PLANNING

FROM  
CLIFFORD AND MELANIE RODRIGUEZ  
6496 FALL ST  
MILTOM FL 32570  
850-564-4367

**ABSOLUTELY NO ON ROUTE 2A  
IF THIS ROUTE IS CHOSEN IT WILL RUIN OUR LIVES.**

Enclosed are 13 pages of comments and questions.

There are 28 questions to be answered.

**RECEIVED**

NOV 17 2014

ENVIRONMENTAL MANAGEMENT  
OFFICE



**Subject:** HWY 87 BYPASS MORE QUESTIONS  
**From:** Melanie (cooljewelryshop@yahoo.com)  
**To:** cooljewelryshop@yahoo.com;  
**Date:** Thursday, November 13, 2014 3:07 PM

13 PAGES  
850-524-4367

### VERY IMPORTANT

(#1) We are requesting the:  
NAMES

ADDRESSES

PHONE NUMBERS

EMAIL ADDRESSES

of ALL the individuals that will be making the decision as to which alternative will be chosen.

We want to speak to each one personally to communicate how much this means to us to NOT have this road built 50 ft behind our lovely home.

Rodriguez  
6496 Fall St  
Milton, FL 32570

(#2) \_\_\_\_\_  
Where is the money for this road coming from?

(#3) \_\_\_\_\_  
When will our property taxes go up?

(#4) \_\_\_\_\_  
EXACTLY who decides? Names please.

(#5) \_\_\_\_\_  
When will the decision be made?

Roads like this always run over budget and time estimates.

EXAMPLE AVALON BLVD

Started 2009 Estimated to be finished fall of 2011

It is now fall of 2014, 3 years later, and it is still not completed

### September 2009

#### Santa Rosa County District 2 Newsletter

Motorists traveling State Road 281, better known locally as Avalon Boulevard, will soon see construction crews at work along the roadway. The Florida Department of Transportation has awarded a \$5.6 million construction



contract to Panhandle Grading and Paving of Pensacola to improve a section of the busy thoroughfare from north of the CSX Railroad bridge to south of Mulat/Commerce Road. Work was scheduled to begin on the project the week of August 20 and should be completed during the fall of 2011.

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**YOUR REPORTS STATE:**

"SR 87 Connector is projected to carry approximately 11,000 vehicles daily in 2015"

According to FDOT Florida Traffic Online Report Page CR191 AT WILLING ST DAILY TRAFFIC COUNTING BOTH DIRECTIONS IS 7900 VEHICLES PER DAY

#6 IF THAT LOCATION HAS ONLY 7900 VEHICLES PER DAY HOW CAN THERE BE 11,000 VEHICLES PER DAY ESTIMATED TO TAKE HWY 87 BYPASS IN 2015?

---

AND

#7 Where are they going when there is nothing there but Whiting Field?

---

No sound barrier you build will block air pollution!!!

---

Alternative 1c is not near a flood plain.  
Alternative 2 is near a long flood plain

Rodriguez  
6496 Fall St  
Milton, FL 32570

**Subject:** Hwy 87 Meeting Talking Points  
**From:** Melanie (cooljewelryshop@yahoo.com)  
**To:** cooljewelryshop@yahoo.com;  
**Date:** Wednesday, November 12, 2014 12:33 PM

Rodriguez  
6496 Fall St  
Milton, FL 32570

## REASONS TO NOT CHOOSE ALTERNATIVE 2a

My husband and I moved to Harvest Point in Jan of 2008 because it was peaceful and quiet. We have worked hard our entire lives and we were looking forward to a quiet retirement. If this road goes in, we will be forced to move. We don't want to move. However, because the property values have gone down so much since we bought our home, we can't afford to sell. As a result, our house will turn into a rental because we can not stand loud noise and constant pollution will be a major health concern. We can hear Hwy 87 from our house and it is at least 400 feet from our home. This road would be 50 feet from our back property line! The noise & pollution will be intolerable.

If you choose alternative 2a you should consider a **possible threat to security** for Whiting Field. This road would go within 600 feet of the Whiting Field fence. There are no MP's stationed at a fence. If you build this road on the 2a route you will be taking lots of big truck traffic very close to a very important base possibly making that base more vulnerable.

If Harvest Point Way (the current entrance to our subdivision) is closed and Season Drive becomes the new entrance, then traffic will back up on the side AND on the front of our home because we are on the corner of Season and Fall where all the traffic comes out of the subdivision. We will get pollution from 3 sides...Fall St, Season Dr, and the Hwy 87 Bypass. Since the current entrance is 400-500 ft. away traffic does not back up. **HOWEVER**, if the only exit and entrance is Season Dr, and Hwy 87 Bypass is 50 ft away, traffic will back up **CONSTANTLY** in front of and on the side of our home.  
**THAT IS NOT RIGHT!!**

---

## IN SUPPORT OF ALTERNATIVE 1C



**YOUR REPORTS STATE:**

"Alternative 1c carrying approximately 10% more traffic than Alternative 2."

"Route 1c offers a shorter truck route to serve Alabama and the northern parts of the county saving time and fuel."

"The results from this analysis indicate that Alternative 1 obtained the highest total score."

"The Final Alternative Evaluation Phase (please see the Preliminary Engineering Report (PER) prepared for this project) used the Analytical Hierarchical Process (AHP), a multi-criteria decision method based on pair-wise comparisons, to evaluate the Alternatives with more stringent criteria. The results (See Figure 3.6) indicated that **Alternative 1 scored better than Alternative 2 in each of the primary criteria** (mainly due to the fact that it has less noise impacts, would better alleviate congestion on US 90 and would be less costly)."

**OTHER POINTS IN SUPPORT OF CHOOSING ALTERNATIVE 1C**

Alternative 1c may convince Walmart to build a store in that area. We understand that Walmart already owns property in this area. Access to the store would be much better from this route.

Santa Rosa Press Gazette Article:

"Paul Green, a local attorney, sold that piece of property to Walmart in mid-2007 just south of Whiting Field near Reddy's FoodMart on State 87 North."

Route 1c will not interfere with an entire large subdivision of people and children. There are 28 homes that line Fall St. there are a total of 78 homes with a minimum of 250 people living there a short distance from alternative 2a.

**IT IS NOT FAIR TO BOMBARD THOSE PEOPLE (AND CHILDREN) WITH NOISE AND POLLUTION**

---

**THE GOPHER TORTOISE IS AN ENDANGERED SPECIES**

There were numerous gopher tortoises in this subdivision until Henry Company Homes ramped up home building on every lot. At 6508 Fall St there were NUMEROUS Gopher Turtles living in their burrows.

That didn't stop HCH from building on that lot. They bulldozed it and we haven't seen the turtles since.

In Florida gopher tortoises are on the Endangered Species List, categorized as a Threatened Species. This means that their current numbers are dropping but we are not sure exactly how much, several studies presently being conducted on the tortoises are tiring to more accurately answer this question. Their primary reason for being endangered **is a loss of habitat**. In the past many tortoises were killed either for food, or by people who were trying to kill the rattlesnakes that often share their burrows. We can all help gopher tortoises in the wild by **preserving their upland habitats**.

---

#### **YOUR REPORT STATES:**

"Noise abatement measures must be considered when predicted noise levels approach or exceed the NAC levels, or when a substantial noise increase occurs. A substantial noise increase occurs when the existing noise level is predicted to be exceeded by 15 decibels on the "A" scale (dB(A)) as a result of the transportation improvement project. Because the majority of the SR 87 Connector is a new roadway, a substantial increase in traffic noise **may** occur."

#### **WHAT YOU SHOULD HAVE SAID IS IT WILL OCCUR**

---

#### **YOUR REPORT STATES:**

"The noise sensitive sites identified along the project corridor include single family residences, a recreational trail and three institutional facilities. Traffic noise levels were predicted for existing conditions (2010) and the future Design Year (2035) conditions for No Build and Build Alternatives 1 and 2. Construction of a noise barrier may be reasonable and feasible for noise sensitive sites located on the western limit of Alternative 2 near the Harvest Point Subdivision. Two out of the 11 scenarios do result in a benefit of over \$42,000 per site (See Table 5.6). Commitments regarding the exact abatement measure locations, heights, and type (or approved alternatives) will be made during the final design phase and at a time before the construction advertisement is approved. Table 5.6 Noise Barrier Analysis – Harvest Point Area"

**IF A NOISE BARRIER NEEDS TO BE BUILT THEN YOU SHOULDN'T BUILD THAT ROAD NEAR OUR SUBDIVISION.**

Rodriguez  
6496 Fall St  
Milton, FL 32570





**Subject:** QUESTIONS FOR FDOT REPRESENTATIVES  
**From:** Melanie (cooljewelryshop@yahoo.com)  
**To:** cooljewelryshop@yahoo.com;  
**Date:** Wednesday, November 12, 2014 12:31 PM

Rodriguez  
6496 Fall St  
Milton, FL 32570

### **YOUR REPORTS STATE**

"This bypass will reduce traffic congestion within the City of Milton, improving safety and reducing travel demand on the section of US 90 currently shared with SR 87"

#4  
#9  
"This (bypass) will provide much needed relief (18% reduction in trips) to the existing US 90 corridor which is currently functioning at capacity, or failing through the eastern portion of the City of Milton."

**HOW DO YOU CALCULATE THIS?**

**HOW WILL IT DO THIS?**

### **YOUR REPORTS STATE**

"In addition, this provides an estimated 20% relief to the traffic volumes using US 90, thus providing relief to the over-capacity US 90 bridge, and reducing the high traffic volumes through the historic area of Milton."

#10  
#11  
#12  
**HOW WAS THIS CALCULATED?** How do you know that 20% of the traffic will take this road? If trucks are coming from the east and they are going to Hwy 90 near Lowes they will STILL GO THROUGH DOWNTOWN MILTON. EXACTLY WHAT TRUCKS WILL TAKE A BYPASS ROUTE THAT DUMPS THEM ON A 2 LANE ROAD IN THE MIDDLE OF NOWHERE?

**ARE YOU GOING TO REQUIRE BIG TRUCKS TO TAKE THE BYPASS? AND WHEN THEY GET TO HWY 87 N ARE THEY GOING TO GO BACK DOWN 87 AND DOGWOOD?**

#13  
**Have you researched who will actually be using this road?**

Any trucks going to Pensacola or further west will take I-10.

Trucks going to Brewton will take I-10 to Hwy 29. Those trucks will not get off at Hwy 87 to drive off I-10 on a 2 lane road to take a two lane bypass to a two lane road to Brewton. Big delivery trucks will not take this road to get to larger towns in Alabama.

#14  
#15  
**EXACTLY** which trucks will be taking this bypass?

**EXACTLY** what trucks want to get dumped off on a 2 lane road in the

middle of nowhere?

The only people who will benefit from this road are a limited number of military people going from Eglin AFB to Whiting Field. Are we building them a road?

EXACTLY what CARS would be traveling to where this road will take them? There is virtually no place to go or see in northern Florida or Southern Alabama unless it is countryside. That is it.

---

**YOUR REPORTS STATE:**

"SR 87 Connector is projected to carry approximately 11,000 vehicles daily in 2015"

11,000 vehicles do NOT travel through downtown Milton daily.

This figure can not be correct

That is 458 vehicles per hour or almost 8 vehicles per minute!

This figure can NOT be correct.

**How many people are going to LA (Lower Alabama) from Milton per day? CERTAINLY NOT 11,000.**

Rodriguez  
6496 Fall St  
Milton, FL 32570

---

**YOUR REPORTS STATE:**

"The location of Alternative 2 actually mitigates some of the impacts by providing a much safer condition for the neighborhood to access SR 87N with a traffic signal that currently does not exist."

I KNOW YOU HAVE TO BE KIDDING!

**We are going to trade a stop light for extreme noise and pollution? WHAT IS SAFE ABOUT THAT?**

---

**YOUR REPORTS STATE:**

"Long-term benefits will result from the creation of this new facility.

These include the fact that the new roadway will provide a connection north of US 90 and will redirect the northbound SR 87 traffic across US 90 to a point where it can reconnect with SR 87N north of the City of Milton."

**AND WHERE DOES THE TRAFFIC GO FROM THERE?**

---

**HAVE YOU RESEARCHED WHO WILL USE THIS ROAD?**

Any trucks who are going to Pensacola or further west will take I-10. Trucks going to Brewton will take I-10 to Hwy 29. Those trucks will not get off at Hwy 87 to take a bypass to a two lane road to Brewton. EXACTLY which trucks will be taking this bypass?



EXACTLY what trucks want to get dumped off on a 2 lane road in the middle of nowhere?

The only people who will benefit from this road are military people going from Eglin AFB to Whiting Field. Are we building them a road? EXACTLY what CARS would be traveling to where this road will take them?

---

**YOUR REPORTS STATE:**

"Likewise, much of the heavy truck traffic can be eliminated from the downtown area, thus reducing vibrations and pollutants that negatively impact the historic buildings."

**HOW ABOUT VIBRATIONS AND POLLUTANTS THAT NEGATIVELY IMPACT PEOPLE???**

---

**YOUR REPORTS STATE:**

"Route 1c offers a shorter truck route to serve Alabama and the northern parts of the county saving time and fuel. It also maximizes roadway capacity during hurricane evacuation of the beach areas."

Saving time and fuel for who?

Are we are building a road to serve (LA) Lower Alabama?

Serve what part of Alabama?

There are very few businesses in the northern part of Florida.

We are building a road to serve 3 or 4 businesses?

Hurricane traffic happens at the most on average once every 2.29 years!

Hurricanes/Tropical Storms what cities and islands get hit most (rankings)



Hurricanes/Tropical Storms  
what cities and islands get h...

Ranks 153 locations in the Atlantic basin  
that get affected most by hurricanes and  
tropical storms. (includes Caribbean)

View on [www.hurricane-city.com](http://www.hurricane-city.com)

Preview by Yahoo

Rodriguez  
6496 Fall St  
Milton, FL 32570

Dodgins

---

**YOUR REPORTS STATE:**

"

Alternative 2 will intersect with SR 87N near Seasons Drive as an urban typical. This will include four 12-foot travel lanes, a 24-foot median, four-foot bike lanes, curb and gutter with a closed drainage

system. The medians will be landscaped with trees, bushes and ground covers. Beyond SR 87N, Alternative 2 will become a rural typical section with two 12-foot travel lanes and 5-foot outside shoulders (bike lanes). The alignment will then connect to SR 89N approximately a half mile to the west, realigning the SR 87 and SR 89 intersection. See Figure 3.5 in Section 3.1.4, Construction Alternatives

**THIS MEANS THAT HARVEST POINT WAY (THE CURRENT ENTRANCE) WOULD BE CLOSED AND THE NEW ENTRANCE WOULD BE SEASON DRIVE VIA HWY 87 BYPASS. AS A RESULT TRAFFIC WILL BACK UP ON THE SIDE AND THE FRONT OF OUR HOUSE. WE WOULD GET POLLUTION FROM 3 SIDES...HWY 87 BYPASS, FALL ST. AND SEASON DR.**

Rodriguez  
6496 Fall St  
Milton, FL 32570

Rodriguez

Will the PD&E Study include BOTH alternatives?

Will there be any other chances for input?

What date will the decision be made?

If Alternative 2 a is chosen (which is 50 ft from behind our home) we want to apply for relocation benefits. Where do we apply for benefits?

There is A VERY LARGE land parcel right behind us.  
WHY DON'T YOU BUILD THE ROAD ON THAT LAND PARCEL AT LEAST 500 FT FROM OUR PROPERTY LINE?????



BEAUTIFUL RURAL QUIET HOME

THERSON  
DR

FALL → ST →

NO ON —  
AT  
PROPOSAL

TAKE WITH SOME  
WILL FOR THE HOME  
UP ON OUR OFFICE  
KID OF THE 16th HOME

Rodriguez  
6496 Fall St  
Milton, FL 32570  
Rodriguez





SAME DISTANCE PROPOSED  
FOR ALTERNATIVE 2A  
FROM OUR N. PROPERTY LINE

NO! ON 2A

Rodriguez  
6496 Fall St  
Milton, FL 32570  
Rodriguez

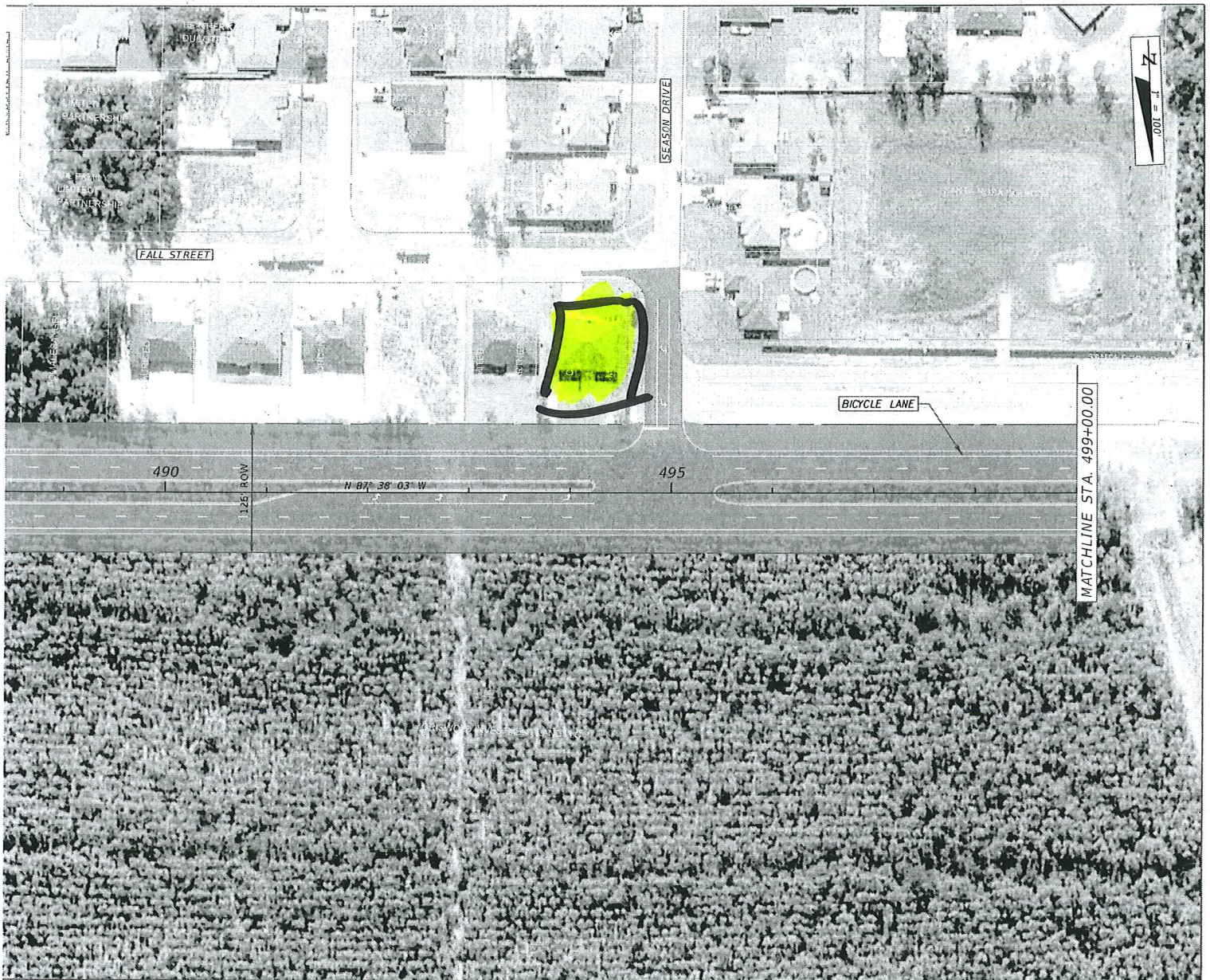


CURRENT  
ENTRANCE  
AND EXIT  
400-500 FT  
8 TIMES THE DISTANCE  
OF PROPOSED ROAD  
NO ON SA

6496 Fall St  
Milton, FL 32570

Rodriguez






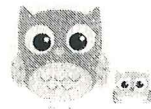
DESCRIPTION	METRIC ENGINEERING, INC. 2616 JENKS AVENUE PANAMA CITY, FLORIDA 32405 CERTIFICATE OF AUTHORIZATION 00002294	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PLAN SHEET ALIGNMENT 2	SHEET NO. 39
		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
		SR 87	SANTA ROSA	416748-3-22-01,		

6496 Fall St  
Milton, FL 32570

Rodriguez

 RODRIGUEZ HOME  
17 ON FALL ST  
166 LOTS X 3 people =  
MIN OF 500 PEOPLE

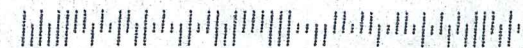




RODRIGUEZ  
6496 Fall St  
Milton, FL 32570



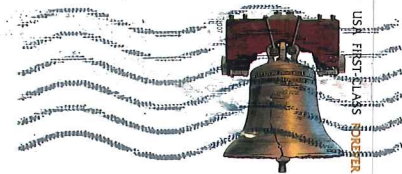
PEGGY KELLEY  
FDOT PROJECT MANAGER  
S.R. 87 CONNECTOR PROJECT  
1074 HIGHWAY 90  
CHIPLEY, FL 32428



C & M Rodriguez  
6496 Fall St  
Milton, FL 32570

PENSACOLA FL 325

18 NOV 2014 PM 1 L



Peggy Kelley  
Project Mgr SR87 Connector  
FDOT  
PO BOX 607  
Muy 90 EAST  
Chipley FL 32428

32428060707



*Florida Department of Transportation*

**RICK SCOTT**  
**GOVERNOR**

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
**SECRETARY**

December 17, 2014

Ms. Melanie Rodriguez  
6496 Fall Street  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa Rosa  
County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02, 416748-4-  
22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Rodriguez:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments. Your comments have become public record as inclusion to the project files.

The final decision regarding the chosen alignment will be made within the next few months. Your comments will be taken into consideration when this decision is made. A newsletter will be sent out in early 2015 which will outline the final decision.

Below are responses to the questions you sent on November 17, 2014.

1. Q: What is the exact genesis date of this project?  
A: A beltway from S.R. 87S in Santa Rosa County to Beulah Road in Escambia County has been studied by the Florida-Alabama Transportation Planning Organization prior to 2000 as part of their Long Range Planning process. Please see attached maps from the Long Range Transportation Plans (LRTP) dated years 2000, 2005, and 2010.
2. Q: What is the date of the Notice to Proceed?  
A: The date of the notice to proceed for this PD&E study was June 2009.
3. Q: Who do I contact at the Federal Highway Administration?  
A: FHWA will make the final decision on which alignment will be chosen. Mr. Joseph Sullivan (850-553-2248) is the project manager for this project.
4. Q: Is the date for LDCA the dates for the final decision as to which corridor will be built?  
A: The Location Design Concept Acceptance is issued by FHWA. It signifies that the concept has been approved and that the project can move forward to the next phase, which is design. Prior to this point, an alternative will be selected by FHWA.
5. Q: What exactly are those dates?  
A: Once an alternative is selected, FHWA will review the final Environmental Impact Statement (EIS) and Draft Record of Decision (DROD). They will submit comments on

those documents, then approve and adopt the final EIS. After a 30 day comment period, the comments will be incorporated into the final documents and FHWA will submit the LDCA.

6. Q: At one time, did 2a go further north away from Harvest Point?  
A: Alignments were reviewed north of 2a's current location, as well as through Harvest Point to connect with the current location of S.R. 89.
7. Q: If so, why was it changed?  
A: The two previously mentioned options caused direct impact to homes and would have resulted in relocation of homes and families.
8. Q: In the S.R. 87 Connector Corridor Selection document dated January 24, 2011, Corridor 2 ranked lower in several categories.  
A: The rankings did show alternative 1 as the higher ranking alternative. However, FHWA determined that since alternatives 1 and 2 had similar impacts, both alternatives would be brought through the entire PD&E study to allow better opportunity for the public to comment.
9. Q: What about impacts right next to the corridor?  
A: The table from the presentation you are referring to is a synopsis of the property parcels the alternatives were impacting. The information reflected was parcel data information at this stage in the study.
10. Q: Who is and what is the contact person/email for relocation benefits?  
A: During design, the finalized right-of-way requirements will be determined. Mr. Jon Wallace is the local FDOT right-of-way liaison. If you have questions regarding potential relocations, he would be able to assist you. His contact information is Clinton.Wallace@dot.state.fl.us, or call (850) 981-2747.
11. Q: What entity does she/he work for? FDOT?  
A: See above answer.
12. Q: What date is the estimate for when funding might be activated?  
A: It has not been determined when right-of-way and construction will be funded. It is currently not within the FL-AL TPO's 2035 cost feasible plan. The 2040 plan is currently being developed and will be posted to their website once approved.
13. Q: Who and what are the "local jurisdictions"?  
A: Local jurisdictions refer to the surrounding cities and county, i.e. the City of Milton and Santa Rosa County.
14. Q: What are the contact numbers for the "local jurisdictions"?  
A: You will need to contact your local representative for the city or county.
15. Q: Some notices do not have dates, why no dates on the pages?  
A: I am not sure which notices you may have. Every invitation and newsletter has a date. In addition, all comment forms given out at every meeting as part of the handout include dates to ensure the public involvement file includes the comments associated with the correct meeting. We will in the future include dates as a footer on all handouts at public meetings where possible.
16. Q: Exactly what date will the final corridor choice be made?  
A: The final corridor will be chosen by FHWA in the next few months. A newsletter will be sent notifying all those that were invited to public hearing about the decision.
17. Q: Will the PD&E Study to be finished in June 2015 include both alternatives?  
A: The final alternative will be chosen and the environmental documents will be updated to show the recommended option.
18. Q: Will there be any other chances for input?  
A: After the final corridor is selected and the Final EIS is prepared, a comment period will be available for the Final EIS document. In addition, the design phase of this project will

include public involvement. This phase is not currently within the FDOT Work Program, but is estimated to occur in the years 2016-2020.

Below are the responses to the comments dated November 13, 2014.

1. Q: What are the names of the individuals making the decision as to which alternative is chosen?  
A: Please see response #3 from the comments dated 11/17.
2. Q: Where is the money for this road coming from?  
A: The funding for this project has not been fully secured. The funds for the PD&E phase came from federal sources and the funds for design have not been allocated yet.
3. Q: When will our property taxes go up?  
A: Property taxes are determined by millage rates which are set by local officials.
4. Q: Exactly who decides?  
A: Please see the above response #3 from the comments dated 11/17 for determination of preferred alignments.
5. Q: When will the decision be made?  
A: Please see the above response #16 from the comments dated 11/17.
6. Q: How can there be 11,000 vehicles per day estimated to take Hwy 87 Bypass in 2015?  
A: The traffic report indicates that the projected traffic will include a percentage of traffic which will be removed from the current U.S. 90/S.R. 87 route through downtown Milton. The count station that you mentioned is along CR 191. The 2013 count along S.R. 87 near U.S. 90 is 15,288 AADT (average annual daily traffic) and the count along U.S. 90 near the Blackwater River Bridge is 17,553 AADT. It should also be noted that the AADT considers both directions of travel.
7. Q: Where are they going?  
A: The traffic model is prepared and calibrated by the local TPO. The traffic model outlines the origin, destination, usage, and volumes of proposed traffic in future years. A refinement of the model was completed specifically for this project to determine interim years.
8. Q: How do you calculate future traffic?  
A: Please see the above response #7 from the comments dated 11/13.
9. Q: How will it do this?  
A: Please see the above response #7 from the comments dated 11/13.
10. Q: How was the 20% reduction from U.S. 90 calculated?  
A: Please see the above response #7 from the comments dated 11/13.
11. Q: Exactly what trucks will take the bypass route?  
A: Please see the above response #7 from the comments dated 11/13.
12. Q: Are you going to require big trucks to take the bypass?  
A: It will not be a requirement for large trucks to use the S.R. 87 Connector.
13. Q: Have you researched who will actually be using this road?  
A: Please see the above response #7 from the comments dated 11/13.
14. Q: Exactly which trucks will be taking this bypass?  
A: Please see the above response #7 from the comments dated 11/13.
15. Q: Exactly what trucks want to get dumped off on a 2 lane road in the middle of nowhere?  
A: Vehicles going north will utilize the S.R. 87 Connector due to the limited interruptions and higher posted speed.
16. Q: Are we specifically building a road for military people going from Eglin AFB to Whiting Field?

A: This alignment was brought forth to fulfill the purpose and need of the study. Initially, six corridors were established, three of which were to the south of Milton. Alignments 1 and 2 best fit the purpose and need of the study and were brought forth through the public hearing. A connection between the air force base and the naval air station will be utilized by military personnel, and representatives from Whiting Field were included in the development of the alternatives. However, that was not the only purpose of this study.

17. Q: Exactly what cars would be traveling to where this road would take them?

A: Please see the above response #7 from the comments dated 11/13.

18. Q: How many people are going to lower Alabama from Milton per day?

A: The TPO developed the traffic model based on their local knowledge and the proposed improvements outlined in their long range transportation plan. The FDOT depends on the TPOs knowledge of future development and growth to develop the traffic model.

19. Q: The report states that Alternative 2 actually mitigates some of the impacts by providing a safer connection to S.R. 87N with the addition of a signal. We are going to trade a stop light for extreme noise and pollution?

A: As you can see, your previous comments were included in the DEIS, *"Alternative 2 has been met with limited controversy from the Harvest Point neighborhood. This alternative is immediately adjacent to the neighborhood's northern boundary. At least one resident has spoken out about the road being put "next to their backyard". The location of Alternative 2 actually mitigates some of the impacts by providing a much safer condition for the neighborhood to access S.R. 87N with a traffic signal that currently does not exist. In addition, added landscaping and buffering can be provided adjacent to the neighborhood along its northern boundary."* The statement was only referring to the improved S.R. 87 and S.R. 89 intersection, as well as a signal at this location. Noise impacts are referenced in Section 5.4 in the EIS.

20. Q: Where does the traffic go after reconnecting with S.R. 87N?

A: Once at the terminus, proposed traffic will be able to travel along S.R. 87N, S.R. 89 and to many residential and commercial properties in the area.

21. Q: Have you researched who will use this road?

A: Please see the above response #7 from the comments dated 11/13.

22. Q: The report states that the roadway will eliminate heavy truck traffic from the downtown area, reducing vibrations and pollutants that negatively impact historic buildings. How about vibrations and pollutants that negatively impact people?

A: Your concern has been noted, however this section is referencing the damage occurring to the historic buildings downtown.

23. Q: The report states that Route 1c offers fuel and time savings for trucks and maximizes roadway capacity during hurricane evacuations. Saving time and fuel for who? Hurricane traffic happens at the most on average once every 2.29 years.

A: One item of the purpose and need was to provide a facility that would allow for easier travel during a hurricane evacuation notice. Currently, there is not a direct route north from Navarre to Alabama. The S.R. 87 Connector would provide such a facility.

24. Q: Will the PD&E study include both alternatives?

A: FHWA will determine a preferred alignment, upon which time the final environmental documents will be updated to show this as the preferred alignment.

25. Q: Will there be any other chances for input?

A: Please see the above response #18 from the comments dated 11/17.

26. Q: What date will the decision be made?

A: Please see the above response #16 from the comments dated 11/17.

27. Q: We want to apply for relocation benefits, where do we apply?



A: Please see the above response #10 from the comments dated 11/17.

28. Q: Why don't you build the road on the land parcel right behind us, at least 500 feet from our property line?

A: Please see the above response #7 from the comments dated 11/17 as to why this option was discounted; however, this alternative has not been chosen at this time.

We have also noted your concerns regarding the Whiting Field security, the realignment of the Harvest Point entrance, potential gopher tortoise habitat, and noise and pollution affecting the subdivision. Your comments and concerns will be taken into consideration when the final decision on the preferred alignment is made.

Again, thank you for your concerns related to the safety and privacy at Harvest Point Subdivision due to the proposed Alternative 2.

Sincerely,



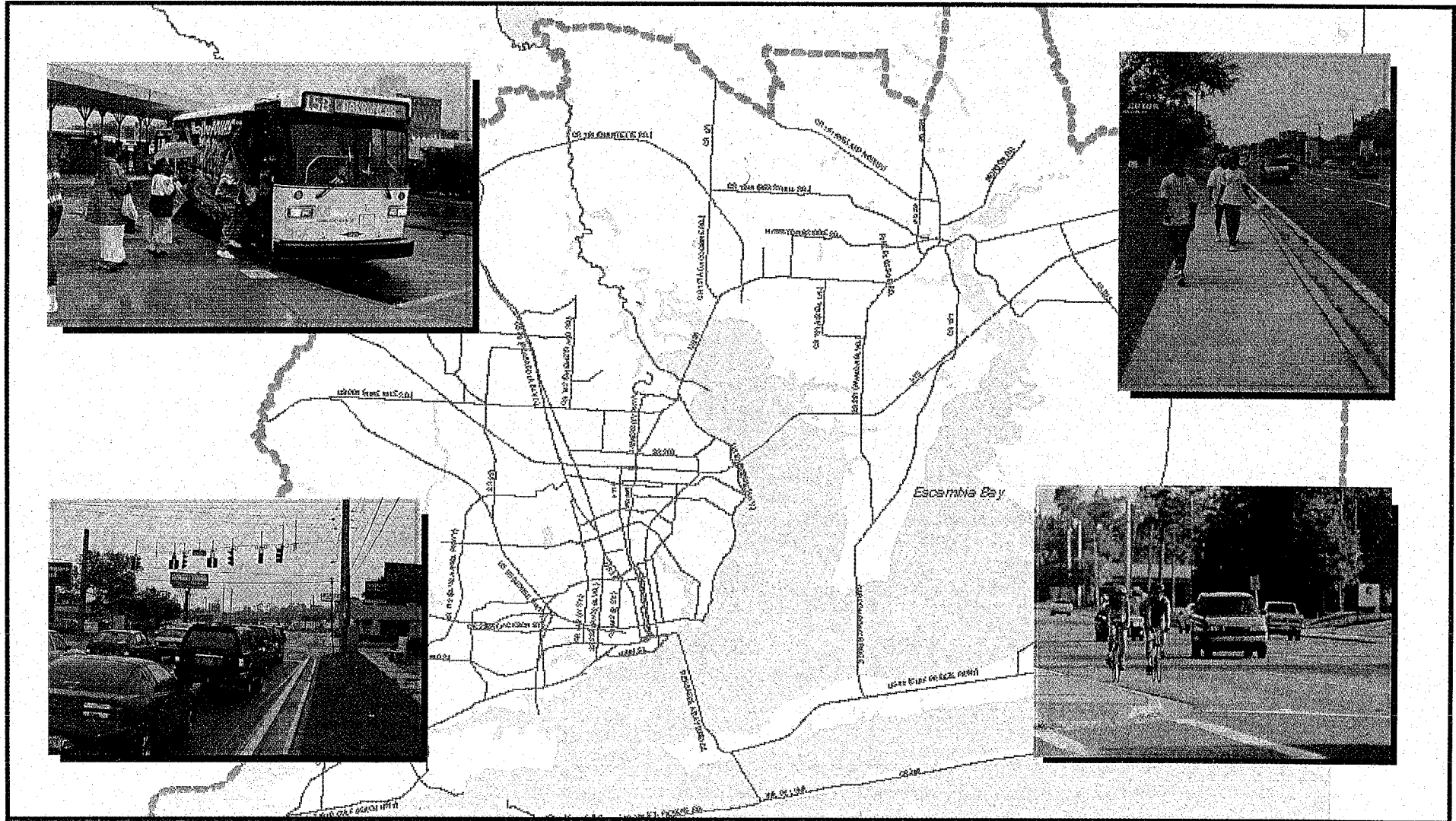
Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

# Pensacola Urbanized Area Transportation Study 2020 Transportation Plan Update

Prepared for:  
Pensacola Urbanized Area  
Metropolitan Planning Organization

Summary Report  
June 2000

Prepared by:  
Tindale-Oliver and Associates, Inc.



Contact the MPO at: Mailing Address:  
Pensacola MPO  
P.O. Box 486  
Pensacola, FL 32593-0486

Website: <http://www.wfrpc.dst.fl.us/pmpo>  
Phone: 850-595-8910  
Fax: 850-595-8967  
Suncom: 695-8910

# SR 87 CONNECTOR ON 2ND PAGE

## PUATS 2020 Long Range Transportation Plan Update Roadway Improvements Summary (2000 - 2020)

Project Number	Notes	On Street	From	To	Length	Existing (2000)	Stage I (00 - 04)	Stage II (05 - 10)	Stage III (11 - 20)	Unfunde
FIHS										
1	1	I-10	ALABAMA STATE LINE	US 29 (PENSACOLA BLVD.)	10.02	4F	-	-	-	8F
2	2	I-10	SR 291 (DAVIS HIGHWAY)	CR 191 (GARCON POINT ROAD)	12.90	4F	-	-	8F	-
3		I-10	CR 191 (GARCON POINT ROAD)	OKALOOSA CO. LINE	16.48	4F	-	-	-	6F
4		I-110	GREGORY / CHASE ST	US 90 (CERVANTES ST.)	0.71	4F	-	-	-	6F
5	3	I-110	US 90 (CERVANTES ST.)	SR 295 (FAIRFIELD DRIVE)	2.20	4F	-	-	6F	8F
6	4	I-110	SR 295 (FAIRFIELD DRIVE)	AIRPORT BOULEVARD	4.20	4F	6F	-	-	-
7	5	I-110	@ SR 295 (FAIRFIELD DRIVE)		-	-	INT	-	-	-
8		I-110	SR 295 (FAIRFIELD DRIVE)	SR 296 (BRENT LANE)	1.32	6F	-	-	-	9F
9		I-110	SR 296 (BRENT LANE)	AIRPORT BOULEVARD	-	-	INT	-	-	-
10		I-110	AIRPORT BOULEVARD	I-10	1.35	4F	-	-	-	8F
11	6	I-110	I-10/DAVIS INTERCHANGE		-	-	INT	-	-	-
12		I-110 EXTENSION	I-10/I-110 INTERCHANGE	NORTH OF NINE MILE ROAD	2.07	00	-	8F	-	-
13		I-110 FRONTAGE ROADS	AIRPORT BOULEVARD	BRENT LANE	1.92	00	-	20	-	-
14		SR 87S	SR 30 (US 98)	N. of FIVE FORKS ROAD	2.25	2U	4D	-	-	-
15		SR 87S	N. of FIVE FORKS ROAD	EGLIN AFB S BOUNDARY	7.15	2U	4D	-	-	-
16		SR 87S	EGLIN AFB S BOUNDARY	CR 184 (HICKORY HAMMOCK ROAD)	7.11	2U	-	4D	-	-
17		SR 87S	CR 184 (HICKORY HAMMOCK RD.)	US 90	3.32	2U	4D	-	-	-
18		SR 87	END OF FOUR LANE IN MILTON	END OF CLEAR CREEK BRIDGE	4.53	2U	4D	-	-	-
STATE										
19	7	SR 292 (PERDIDO KEY DRIVE)	ALABAMA STATE LINE	CR 292 (OLD GULF BEACH HIGHWAY)	6.97	2U	-	-	-	4D
20		SR 292 (GULF BEACH HWY.)	CR 292 (OLD GULF BEACH HWY.)	SR 727 (FAIRFIELD DRIVE)	8.43	2U	-	-	-	4D
21		SR 292 (GULF BEACH HWY.)	SR 727 (FAIRFIELD DRIVE)	SR 295 (NAVY BOULEVARD)	1.89	2U	-	-	-	6D
22		SR 292 (BARRANCAS AVENUE)	SR 295 (NAVY BOULEVARD)	BAYOU CHICO	1.61	4D	-	-	-	6D
23		SR 292 (PACE BOULEVARD)	SR 295 (FAIRFIELD DRIVE)	MASSACHUSETTS AVENUE	0.92	4D	-	-	-	6D
24		US 98	ALABAMA STATE LINE	SR 173 (BLUE ANGEL PARKWAY)	6.41	2U	-	-	-	4D
25		US 98 (DR. FARIN DRIVE)	SR 173 (BLUE ANGEL PKWY.)	SR 295 (NAVY BOULEVARD)	3.94	2U	4D	-	-	-
26		US 98 (DR. FARIN DRIVE)	SR 727 (FAIRFIELD DRIVE)	SR 295 (NAVY BOULEVARD)	2.55	4D	-	-	-	6D
27		US 98 (NAVY BOULEVARD)	SR 295 (NAVY BOULEVARD)	SR 295 (NEW WARRINGTON ROAD)	0.26	4D	-	6D	-	-
28		US 98 (NAVY BOULEVARD)	SR 295 (NEW WARRINGTON RD.)	CR 453 (W STREET)	1.86	4D	-	-	-	6D
29		US 98 (GARDEN STREET)	SR 292 (PACE BOULEVARD)	CR 182 (BARRANCAS AVE. & D ST.)	0.74	4U	-	-	-	4D
30		US 98 (CHASE STREET)	SR 35 (PALAFOX STREET)	ALCANIZ STREET	0.31	20	-	-	-	30
31		US 98 (GREGORY STREET)	SR 289 (NINTH AVENUE)	BAYFRONT PARKWAY	1.17	30	-	-	-	40
32		NEW PENSACOLA BAY BRIDGE	GREGORY / CHASE ST	US 98 (LOCATION LINE DETERMINED)	5.95	00	-	-	4D	-
33		US 98 (GULF BREEZE PARKWAY)	SR 399 (BOB SIKES BRIDGE)	WHISPER BAY BOULEVARD	3.61	4D	-	-	6D	-
34		US 98 (GULF BREEZE PARKWAY)	WHISPER BAY BOULEVARD	GARCON POINT BRIDGE ROAD	1.77	4D	-	6D	-	-
35		US 98 (GULF BREEZE PARKWAY)	GARCON PT. BRIDGE ROAD	CR 399	5.50	4D	-	-	6D	-
36		US 98 FRONTAGE ROADS	GARCON PT BRIDGE	CR 399	11.07	00	-	-	-	20
37		US 98	CR 399	SR 87 TO THE WEST	6.86	4D	-	-	-	6D
38		US 98	NAVARRE BYPASS	OKALOOSA CO LINE	0.76	4D	-	-	-	6D
39		US 98/NAVARRE BYPASS	US 98	W OF OKALOOSA CO LINE / US 98	6.46	00	-	-	-	4D
40		SR 298 (LILLIAN HIGHWAY)	SR 173 (BLUE ANGEL PKWY.)	SR 727 (FAIRFIELD DRIVE)	0.64	2U	-	-	-	4D
41		SR 296 (MICHIGAN AVENUE)	US 90 (MOBILE HIGHWAY)	MEMPHIS AVENUE	0.62	4D	-	-	-	6D
42		SR 296 (BEVERLY PARKWAY)	MEMPHIS AVENUE	US 29 (PENSACOLA BOULEVARD)	2.96	4D	-	-	-	8D
43		SR 296 (BRENT LN.)	US 29 (PENSACOLA BLVD.)	RAWSON LANE	0.80	4D	-	-	6D	8D
44		SR 296 (BRENT LN.)	RAWSON LANE	SR 291 (DAVIS HIGHWAY)	0.33	6D	-	-	-	8D
45		SR 296 (BRENT LN.)	SR 291 (DAVIS HIGHWAY)	SR 289 (9TH AVENUE)	0.82	4D	-	-	6D	-
46		SR 296 (BAYOU BOULEVARD)	SR 289 (9TH AVENUE)	12TH AVENUE	0.72	4D	-	-	-	6D
47		US 90 (MOBILE HIGHWAY)	US 90A	SR 297 (PINE FOREST ROAD)	7.83	2U	-	-	-	4D
48		US 90 (MOBILE HIGHWAY)	SR 297 (PINE FOREST ROAD)	EDISON DRIVE	2.70	4D	-	-	-	6D
49		US 90 (CERVANTES STREET)	SR 727 (FAIRFIELD DRIVE)	SR 289 (9TH AVENUE)	4.47	4D	-	-	-	6D
50		US 90 (CERVANTES STREET)	15TH STREET	SR 296 (PERRY ST / BAYOU BLVD.)	0.88	4U	-	-	-	4D
51		US 90	US 90A (NINE MILE ROAD)	SR 281 (AVALON BOULEVARD)	10.02	4D	-	-	-	6D
52		US 90	SR 281 (AVALON BOULEVARD)	SR 89 (DOGWOOD DRIVE)	1.52	4D	-	6D	-	-
53		US 90	SR 89 (DOGWOOD DRIVE)	SR 87N (STEWART STREET)	0.84	4D	-	-	-	6D
54		US 90	SR 87N (STEWART STREET)	CANAL STREET	0.26	2U	-	-	-	6D
55		US 90	CANAL STREET	SR 87S	4.39	2U	-	-	-	4D
56		SR 742 (LONGLEAF/BURGESS RD.)	KEMP STREET	HAMPTON ROAD	0.77	00	-	-	-	4D
57		SR 742 (LONGLEAF/BURGESS RD.)	HAMPTON ROAD	US 29 (PENSACOLA BOULEVARD)	0.55	2U	-	-	-	4D
58		BURGESS ROAD REALIGNMENT	US 29	CREIGHTON ROAD	2.01	00	-	-	4D	-
59		SR 742 (CREIGHTON ROAD)	SR 289 (9TH AVENUE)	LEESWAY BOULEVARD	1.17	2U	-	-	-	2D

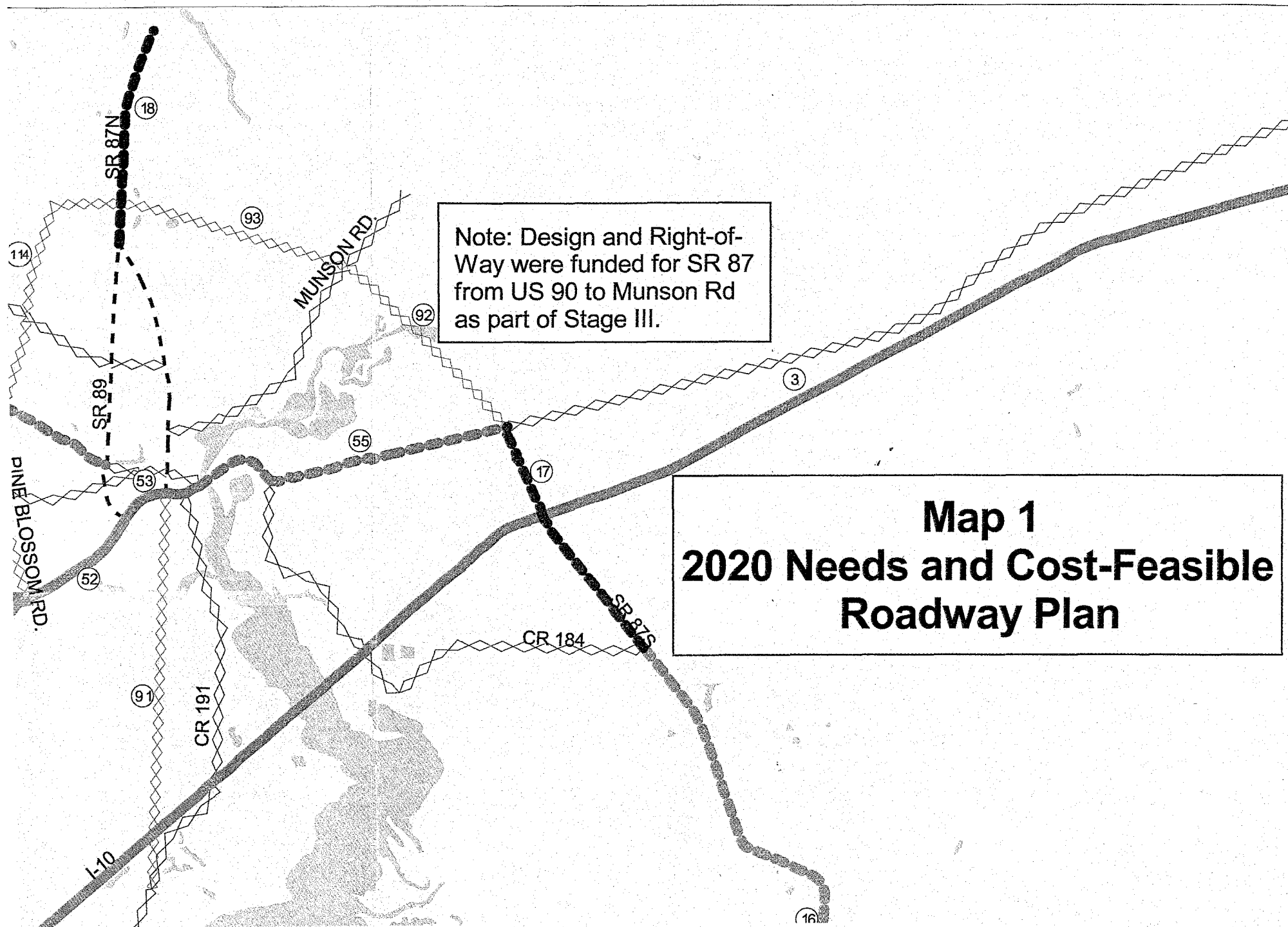


SR 87 CONNECTOR  
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63	US 90A (NINE MILE ROAD)	I-10	SR 297 (PINE FOREST ROAD)	1.30	2U	-	-	-	4D
64	US 90A (NINE MILE ROAD)	SR 297 (PINE FOREST ROAD)	US 29 (PENSACOLA BOULEVARD)	2.07	2U	-	-	4D	6D
65	US 90A (NINE MILE ROAD)	US 29 (PENSACOLA BLVD)	US 90 (SCENIC HIGHWAY)	5.12	4D	-	-	6D	-
66	SR 173 (BLUE ANGEL PKWY.)	SR 292 (SORRENTO ROAD)	SR 297 (PINE FOREST ROAD)	10.27	2U	-	-	-	6D
67	SR 297 (PINE FOREST ROAD)	US 90 (MOBILE HIGHWAY)	I-10	3.41	4D	-	-	-	6D
68	SR 297 (PINE FOREST ROAD)	I-10	US 90A (NINE MILE ROAD)	0.86	2U	-	4D	-	6D
69	SR 727 (FAIRFIELD DRIVE)	US 98 (DRIVE FARIN DRIVE)	SR 298 (LILLIAN HIGHWAY)	1.38	2U	-	-	-	4D
70	SR 727 (FAIRFIELD DRIVE)	SR 298 (LILLIAN HIGHWAY)	US 90 (MOBILE HIGHWAY)	2.95	2U	-	4D	-	6D
71	SR 727 (FAIRFIELD DRIVE)	US 90 (MOBILE HIGHWAY)	SR 295 (NEW WARRINGTON ROAD)	0.88	4D	-	-	-	6D
72	SR 295 (NAVY BOULEVARD)	PENSACOLA N.A.S.	SR 292 (GULF BCH HIGHWAY)	0.93	4D	-	-	-	6D
73	SR 295 (NAVY BOULEVARD)	SR 292 (GULF BCH HIGHWAY)	US 98 (DRIVE FARIN DRIVE)	0.74	4D	-	6D	-	-
74	SR 295 (NEW WARRINGTON RD.)	US 98 (NAVY BLVD./DEWITT RD.)	SR 295 (NEW WARRINGTON-LEG C)	1.26	4D	-	6D	-	-
75	SR 295 (FAIRFIELD DRIVE)	SR 727 (NEW WARRINGTON RD.)	CR 453 (W STREET)	1.18	4D	-	-	6D	8D
76	SR 295 (FAIRFIELD DRIVE)	CR 453 (W STREET)	12TH AVENUE	2.55	4D	-	-	-	6D
77	US 29 (PENSACOLA BLVD.)	W STREET	I-10	1.38	6D	-	-	-	8D
78	US 29 (PENSACOLA BLVD.)	I-10(S)	NINE MILE ROAD	2.12	4D	-	6D	-	-
79	US 29 (PENSACOLA BLVD.)	NINE MILE ROAD	TEN MILE ROAD	1.03	4D	-	-	6D	-
80	US 29 (PENSACOLA BLVD.)	TEN MILE ROAD	CHEMSTRAND ROAD	2.33	4D	-	-	-	6D
81	US 29 (PENSACOLA BLVD.)	TATE SCHOOL ROAD	CR 95A	2.92	4D	-	-	-	6D
82	SR 291 (DAVIS HIGHWAY)	SR 295 (FAIRFIELD DRIVE)	CR 748 (LANGLEY AVENUE)	2.65	4D	-	-	-	6D
83	SR 291 (DAVIS HIGHWAY)	CR 748 (LANGLEY AVENUE)	BURGESS ROAD	0.28	4D	-	-	6D	-
84	SR 291 (DAVIS HIGHWAY)	BURGESS ROAD	I-10	0.64	4D	6D	-	-	-
85	SR 291 (DAVIS HIGHWAY)	BURGESS ROAD	SR 290 (OLIVE ROAD)	1.12	6D	-	-	-	8D
86	SR 291 (DAVIS HIGHWAY)	I-10	UNIVERSITY PARKWAY	0.60	4D	6D	-	-	-
87	SR 291 (DAVIS HIGHWAY)	UNIVERSITY PARKWAY	JOHNSON AVENUE	0.45	4D	-	-	-	6D
88	SR 289 (9TH AVENUE)	SR 296 (BAYOU BOULEVARD)	LANGLEY AVENUE	1.41	4D	-	-	-	6D
89	SR 289 (9TH AVENUE)	LANGLEY AVENUE	I-10	1.27	4D	-	-	6D	-
90	SR 281 (AVALON BOULEVARD)	I-10	CR 281B	2.76	2U	-	4D	-	-
91	SR 87	CR 191	US 90	4.97	00	-	-	-	2U
92	SR 87S	US 90	MUNSON ROAD	2.99	00	-	-	-	2U
93	SR 87S	MUNSON ROAD	SR 87 / SR 89	2.96	00	-	-	-	2U
COUNTY									
94	CR 182 (BARRANCAS AVENUE)	SR 292	MAIN STREET	0.33	4D	-	-	-	6D
95	CR 399	EDGEWOOD DRIVE	CR 399 (PENS BCH BLVIA DE LUNA)	6.46	2U	-	-	-	4D
96	VIA DE LUNA	AVENDA 10	CALLE HERMOSA	2.52	2U	-	-	-	4D
97	CR 296 (SAUFLEY FIELD R)	SAUFLEY FIELD	US 90 (MOBILE HIGHWAY)	2.13	2D	-	-	-	4D
98	CR 750 (AIRPORT BLVD.)	I-110	SR 289 (9TH AVENUE)	1.49	4D	-	-	-	6D
99	CR 1868 (LONGLEAF DRIVE)	SR 297 (PINE FOREST ROAD)	KEMP STREET	1.50	2U	-	-	-	4D
100	CR 748 (LANGLEY AVENUE)	PINNACLE CIRCLE	SR 299 (9TH AVENUE)	0.89	2U	-	-	-	2D
101	CR 184A (BERRYHILL ROAD)	CR 197	W SPENCER FIELD	1.97	2U	-	-	-	2D
102	CR 184A (BERRYHILL ROAD)	W SPENCER FIELD	SR 89 (DOGWOOD DRIVE)	5.96	2U	-	-	-	4D
103	UMF NEW ENTRANCE ROAD	CRIST STEAM PLANT ROAD	UNIV OF W FLA (CAMPUS BLVD.)	1.64	00	-	-	-	4D
104	CR 293 (BAUER ROAD)	SR 292	US 98	3.90	2U	-	-	-	4D
105	CR 297 (PINE FOREST ROAD)	US 90A (NINE MILE ROAD)	SR 297A	0.05	2U	-	-	-	4U
106	CR 187D (12TH AVENUE)	SR 295 (FAIRFIELD DRIVE)	SR 299 (9TH AVENUE)	2.46	4D	-	-	-	6D
107	CR 749 (CHEMSTRAND ROAD)	US 90A (NINE MILE ROAD)	CR 297 (OLD CHEMSTRAND ROAD)	3.97	2U	-	-	-	4D
108	CR 453 (W STREET)	SR 295 (FAIRFIELD DRIVE)	AIRPORT BOULEVARD	2.00	4D	-	-	-	6D
109	JERNIGAN ROAD	US 90A (NINE MILE ROAD)	PATE ROAD/UMF NEW ENT ROAD	1.49	00	-	-	-	4D
110	WINOCEE/OAKFIELD EXTENS	NEW I-10 OVERPASS	SR 290 (OLIVE ROAD)	0.53	2U	-	-	-	-
111	WINOCEE ROAD EXTENSION	WINOCEE ROAD	CHISOLM ROAD	0.19	2U	-	-	-	-
112	CR 197A (WOODEME ROAD)	US 90	CR 197 (CHUMUCKLA HIGHWAY)	3.76	2U	-	-	-	4D
113	W. SPENCER FIELD ROAD	N END OF SPENCER ROAD	CR 191 (WILLARD NORRIS ROAD)	4.45	00	-	-	-	2U
114	PINE BLOSSOM ROAD	SR 281 (AVALON BOULEVARD)	SR 87 / SR 89	5.91	00	-	-	-	2U
115	MAIN STREET	BARRANCAS	TARRAGONA STREET	1.01	2D	-	-	-	4D
116	UNIVERSITY	DAVIS HIGHWAY	NINE MILE ROAD	1.43	2U	-	-	-	4D

Notes:

- 1 Includes interchanges at SR 297 and US 29
- 2 Includes new interchange at SR 289 and modified interchanges at US 90 and Avalon Boulevard
- 3 Includes interchanges at Fairfield Drive and Brent Lane
- 4 Project advanced through Mobility 2000
- 5 Project advanced through Mobility 2000
- 6 Includes widening of I-110 from Airport Blvd to I-10 from 4F to 6F in Stage I
- 7 Includes interchanges at both ends of bridge
- 8 Design and Right of Way were costed for Project 92 in Stage III.

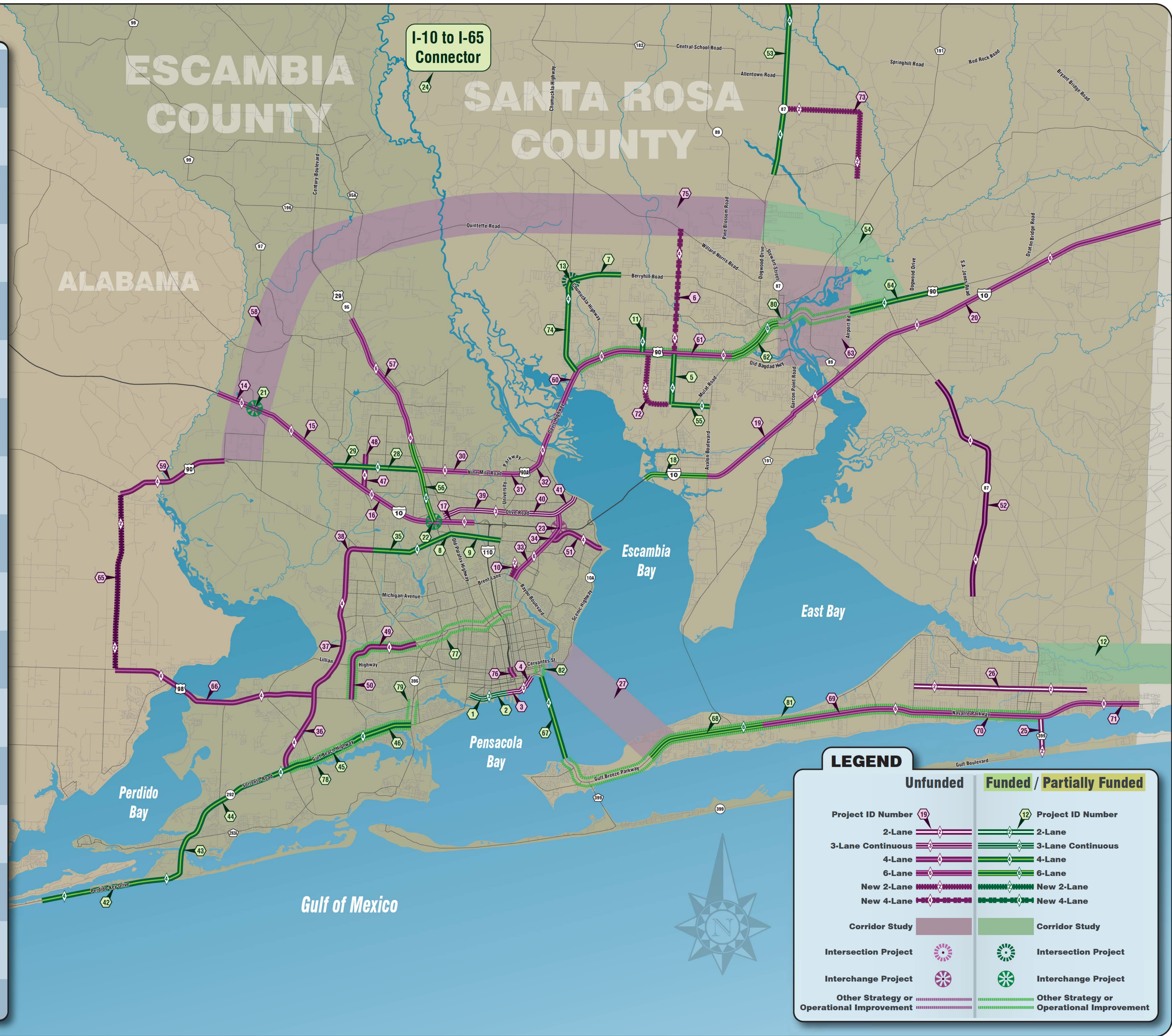




PROJECT LIST

- 1 Main Street (from Barrancas Avenue to "A" Street) Improve to 3 Lane Facility
- 2 Main Street (from "A" Street to Baylen Street) Improve to 3 Lane Facility
- 3 Main Street (from Baylen Street to Tarragona Street) Improve to 3 Lane Facility
- 4 Bayfront Parkway (from Tarragona Street to Chase Street) Improve to 3 Lane Facility
- 5 Bell Lane (from Sterling Way to US 90) Widen to 4 Lanes
- 6 Bell Lane Extension (from US 90 to Willard Norris Road) New 4 Lane Facility
- 7 Berryhill Road (CR 184A) (from Five Points to West Spencer Field Road) Widen to 4 Lanes
- 8 Burgess Road (SR 742) (from US 29 (SR 95) to Old Palafox Highway) Realign/Widen to 4 Lanes
- 9 Burgess Road (SR 742) (from Old Palafox Highway to Davis Highway (SR 291)) Realign/Widen to 4 Lanes
- 10 College Parkway Extension (from Brent Lane (SR 296) to Trinity Drive) New 2 Lane Facility
- 11 East Spencer Field Road (from US 90 (SR 10) to South Spencer Field Road) Widen to 4 Lanes
- 12 Eglin Field / Hurlburt Field Bypass (from SR 87 South into Okaloosa County) New 4 Lane Facility
- 13 Five Points Intersection Improvement Major Intersection Improvement
- 14 I-10 (from Alabama State Line to Beulah Road Overpass) Widen to 6 Lanes
- 15 I-10 (from Beulah Road Overpass to Nine Mile Road (SR 10)) Widen to 6 Lanes
- 16 I-10 (from Nine Mile Road (SR 10) to US 29 (SR 95)) Widen to 6 Lanes
- 17 I-10 (from West of US 29 (SR 95) to West of Davis Highway (SR 291)) Widen to 6 lanes
- 18 I-10 (from Escambia Bay Bridge to Avalon Boulevard (SR 281)) Widen to 6 Lanes
- 19 I-10 (from Avalon Boulevard (SR 281) to SR 87 South) Widen to 6 Lanes
- 20 I-10 (from SR 87 South to Okaloosa County Line) Widen to 6 Lanes
- 21 I-10 @ Beulah Road New Interchange
- 22 I-10 @ US 29 Modified Interchange
- 23 I-10 @ Ninth Avenue New Interchange
- 24 I-10 to I-65 Connector (from I-10 (SR 8) to I-65 (Alabama)) New 4 Lane Facility
- 25 Navarre Beach Causeway (from US 98 (SR 30) to Gulf Boulevard (SR 399)) Improved 2 Lane Facility
- 26 Navarre Community Access Road (from Edgewood Drive to East of SR 87) New 2 Lane Facility
- 27 New Pensacola Bay Bridge (South) (from Pensacola to Gulf Breeze Peninsula) New 4 Lane Bridge
- 28 Nine Mile Road (US 90A) (from CR 297 (Pine Forest Road) to US 29 (SR 95)) Widen to 4 Lanes
- 29 Nine Mile Road (US 90A) (from I-10 (SR 8) to CR 297 (Pine Forest Road)) Widen to 4 Lanes
- 30 Nine Mile Road (US 90A) (from US 29 (SR 95) to University Parkway) Widen to 6 Lanes
- 31 Nine Mile Road (US 90A) (from University Parkway to Davis Highway (SR 291)) Widen to 6 Lanes
- 32 Nine Mile Road (US 90A) (from Davis Highway (SR 291) to Scenic Highway (SR 10A)) Widen to 6 Lanes
- 33 Ninth Avenue (SR 289) (from Bayou Boulevard (SR 296) to Langely Avenue) Widen to 6 Lanes
- 34 Ninth Avenue (SR 289) (from Langley Avenue to Olive Road (SR 290)) Widen to 6 Lanes
- 35 Pinestead-Longleaf Connector (from SR 297 (Pine Forest Road) to US 29 (SR 95)) Realign/Widen to 4 Lanes
- 36 SR 173 (Blue Angel Parkway) (from SR 292 (Gulf Beach Highway) to US 98 (Lillian Highway)) Widen to 4 Lanes
- 37 SR 173 (Blue Angel Parkway) (from US 98 (Lillian Highway) to Saufley Field Road (SR 296)) Widen to 4 Lanes
- 38 SR 173 (Blue Angel Parkway) (from Saufley Field Road (SR 296) to Pine Forest Road (SR 297)) Widen to 4 Lanes
- 39 SR 290 (Olive Road) (from Old Palafox Highway (CR 95A) to Davis Highway (SR 291)) Widen to 3 Lanes
- 40 SR 290 (Olive Road) (from Davis Highway to Ninth Avenue (SR 289)) Widen to 3 Lanes
- 41 SR 290 (Olive Road) (from Ninth Avenue (SR 289) to Scenic Highway (SR 10A)) Widen to 3 Lanes
- 42 SR 292 (Perdido Key Drive) (from Alabama State Line to Theo Baars Bridge) Widen to 4 Lanes
- 43 SR 292 (Perdido Key Drive) (from Theo Baars Bridge to Doug Ford Drive) Widen to 4 Lanes
- 44 SR 292 (Sorrento Road) (from Doug Ford Drive to SR 173 (Blue Angel Parkway)) Widen to 4 Lanes
- 45 SR 292 (Gulf Beach Highway) (from SR 173 (Blue Angel Parkway) to Fairfield Drive (SR 727)) Widen to 4 Lanes
- 46 SR 292 (Gulf Beach Highway) (from Fairfield Drive (SR 727) to Navy Boulevard (SR 295)) Widen to 4 Lanes
- 47 SR 297 (Pine Forest Road) (from I-10 (SR 8) to Nine Mile Road (SR 10)) Widen to 4 Lanes
- 48 CR 297 (Pine Forest Road) (from Nine Mile Road (SR 10) to Nine 1/2 Mile Road) Widen to 4 Lanes
- 49 SR 727 (Fairfield Drive) (from US 90 (Mobile Highway) to Lillian Highway (CR 298)) Widen to 4 Lanes
- 50 SR 727 (Fairfield Drive) (from Lillian Highway (CR 298) to US 98 (SR 30)) Widen to 4 Lanes
- 51 SR 742 (Creighton Road) (from Forest Glen Drive (east of 9th Avenue) to Scenic Highway (US 90)) Widen to 4 Lanes
- 52 SR 87 South (from Eglin Air Force Base Boundary to CR 184) Widen to 4 Lanes
- 53 SR 87 North (from CR 87A (Langley Street) to Alabama State Line) Widen to 4 Lanes
- 54 SR87 Connector (from SR 87 South to SR 87 North) New 4 Lane Facility
- 55 Sterling Way (from Bell Lane to Avalon Boulevard (SR 281)) Widen to 4 Lanes
- 56 US 29 (from I-10 (SR 8) to Nine 1/2 Mile Road (SR 10)) Widen to 6 Lanes
- 57 US 29 (from Nine 1/2 Mile Road (SR 10) to CR 95A) Widen to 6 Lanes
- 58 US29 Connector (from US 90 (SR 10) to US 29 (SR 95)) New 4 Lane Facility
- 59 US 90 (from US 90 / US 98 Connector to US 29 Connector) Widen to 4 Lanes
- 60 US 90 (from US 90 (Scenic Highway) to East Spencer Field Road) Widen to 6 Lanes
- 61 US 90 (from East Spencer Field Road to Avalon Boulevard (SR 281)) Widen to 6 Lanes
- 62 US 90 (from Avalon Boulevard (SR 281) to SR 87 North (Stewart Street)) Widen to 6 Lanes
- 63 US 90 (from SR 87 North (Stewart Street) to Airport Road) New/Realigned 4 Lane Facility
- 64 US 90 (from Airport Road to S.A. Jones Road) Widen to 4 Lanes
- 65 US 90 / US 98 Connector (from US 98 (SR 30) to US 90 (SR 10)) New 2 Lane Facility
- 66 US 98 (from US 90 / US 98 Connector to SR 173 (Blue Angel Parkway)) Widen to 4 Lanes
- 67 US 98 (Pensacola Bay Bridge) (from Pensacola to Gulf Breeze) New (Replace) 4 Lane Bridge
- 68 US 98 (from East end of Naval Live Oaks to CR 191B) Widen to 6 Lanes
- 69 US 98 (from CR 191B to Bergren Road) Widen to 6 Lanes
- 70 US 98 (from Bergren Road to Belle Meade Circle) Widen to 6 Lanes
- 71 US 98 (from Belle Meade Circle to Okaloosa County Line) Widen to 6 Lanes
- 72 Watkins Street Extension (from US 90 (SR 10) to Sterling Way) Improved/New 2 Lane Facility
- 73 Whiting Field Circle (from Langley Street to SR 87 North) Improved/Realigned 2 Lane Facility
- 74 Woodbine Road (from US 90 (SR 10) to Five Points Intersection) Widen to 4 Lanes
- 75 Outer Beltway Connector (from SR 87 (Santa Rosa County) to US 29 (Escambia County)) New 4 Lane Limited Access Facility\*
- 76 I-110 (from Cervantes Street to Terminus (Gregory Street/Chase Street)) Reconstruct as an At-grade Arterial\*
- 77 Fairfield Drive (from US 98 to 9th Avenue) Corridor Management Strategies
- 78 Gulf Beach Highway (from Blue Angel Parkway to Navy Boulevard) Corridor Management Strategies
- 79 Navy Boulevard (from SR 292 (New Warrington Road Leg C) to SR 292 (Gulf Beach Highway)) Corridor Management Strategies
- 80 US 90 (from SR 87 South (Santa Rosa County) to Woodbine Road) Corridor Management Strategies
- 81 US 98 (from SR 87 South (Santa Rosa County) to Pensacola Bay Bridge) Corridor Management Strategies
- 82 17th Avenue (from US 98 to Cervantes Street) Other Operational Improvements

\* Project need is beyond 2035.



LEGEND

Unfunded		Funded / Partially Funded	
Project ID Number	19	Project ID Number	12
2-Lane		2-Lane	
3-Lane Continuous		3-Lane Continuous	
4-Lane		4-Lane	
6-Lane		6-Lane	
New 2-Lane		New 2-Lane	
New 4-Lane		New 4-Lane	
Corridor Study		Corridor Study	
Intersection Project		Intersection Project	
Interchange Project		Interchange Project	
Other Strategy or Operational Improvement		Other Strategy or Operational Improvement	







PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Kent Wimmer PHONE: 850-528-5261  
ADDRESS: 1294 Avondale Way, Tallahassee, FL 32317  
EMAIL: KLWimmer2@gmail.com  
INTEREST IN PROJECT: Impacts on environmental resources and recreational opportunities

COMMENTS:

FDOT is to be commended for not using fill and spanning the Blackwater Floodplain via a bridge. To lessen the impact on the river, the bridge should be constructed to span the river without pilings placed in the river to avoid impacting riverine species and flow. Also positive is spanning the Blackwater Heritage Trail and creating a connection to the trail from the bike/pedestrian travel way on the bridge. Because of this area is rapidly urbanizing and the relative short distance to residential areas near the Connector's intersection with SR 87, the segment constructed to the west of the Blackwater Heritage Trail should be developed as an urban facility with a multiple use trail and sidewalks. This will provide safe and scenic bicycle and pedestrian access to the Blackwater Heritage Trail, the Old Florida 1 Trail and the Florida Trail and scenic views of the Blackwater River to residents on the north side of Milton.

Alignment 1c is the preferable alignment. While FDOT has tried to align segment 2a to avoid Coldwater Creek, this alignment would pass through and fragment lands proposed for public acquisition to protect Coldwater Creek and buffer Whiting Field by the Florida Forever program. This alignment would limit the ability of the managing entity to use prescribed fire and manage the smoke impacts with the highway on the west and the Whiting Field runways to the east. Additionally alignment 2a would open the area adjacent to Coldwater Creek to development also limiting the ability to use prescribed fire. Alignment 1c minimizes these impacts.

Fold Here Second and Tape Edge



Kent L Wimmer  
1294 Avondale Way  
Tallahassee, FL 32317

TALLAHASSEE FL 323

15 NOV 2014 PM 1 L

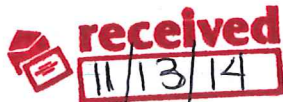


Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering, Inc.  
P.O. Box 1008  
Chipley, Florida 32428

32428\$7008



Fold Here First





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Kent Wimmer  
1294 Avondale Way  
Tallahassee, FL 32317

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Wimmer:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on the environmental impacts and preference of Alternative 1. Your comments have become public record as inclusion to the project files.

With regards to the piling location within the Blackwater River, it is anticipated that one set will be within the river. However, that decision will be finalized during the design phase of the study.

The comment on potential wild fire locations and planning will be considered during the final decision process. The final decision regarding the chosen alignment will be made within the next few months. A newsletter will be sent out in early 2015 which will outline the chosen alternative.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the

transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to environmental impacts due to the proposed alignments.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is fluid and cursive, with the first name "Peggy" and last name "Kelley" clearly distinguishable.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014



NAME: Henry, Agnes, Donna and Debra PHONE: 850-623-4156  
ADDRESS: 6377 Munson Hwy. Long  
Milton, FL 32570  
EMAIL: dlong202att.net  
INTEREST IN PROJECT: Property Owners

COMMENTS:

Please see the attached.

Thank You.

Donna Long



**L**  
Mr. Henry L. Long  
6377 Minson Hwy.  
Milton FL 32570

FEINSAACOLA FL 325

22 NOV 2014 PM 11



Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering Inc.  
P.O. Box 1008  
Chipley, FL 32428

32428700808



SR 87 Connector Project  
When attending the Public Hearing on 11/13/14,  
we were surprised to now find a realignment  
of Munson Hwy. on the public drawings.  
When/why was this realignment made?

While we were partly reconciled that our  
property north of the power line would  
be affected by this project, we now find  
that all property on the east side of  
Munson Hwy. will now be affected by  
either the realignment of Munson Hwy.  
or the new road.

Currently, our main concern is related to  
the realignment of Munson Hwy.

- What will be the impact to our home  
located at 6377 Munson Hwy? It appears  
the realignment will begin somewhere  
close to where Wolfe Road ends at  
Munson Hwy.

- The substantial amount of our property  
that will be affected

- Will the realignment create a curved  
roadway which could result in speeding  
cars impacting 6377 Munson Hwy.?

- What will be the speed limit?

- Will consideration be given to less impact on our property?
- This property has been in our family for many years and it is sad to see the impact of this project.

The new SR87 Connector Project will forever change this part of Munson Hwy. as we have known it for many years.

Please keep us closely advised and we look forward to hearing from you.

Thank You.

The Henry and Agnes Long Family  
by Donna Long (daughter)  
11/21/14



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Henry L. Long  
6377 Munson Highway  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Long:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on the realignment of Munson Highway. Your comments have become public record as inclusion to the project files.

In regards to the realignment of Munson Highway, this proposed impact was shown during a public meeting dated August 16, 2011. Since this public meeting, the realignment has not been modified. This realignment was designed to provide a better connection from Munson Highway to the S.R. 87 Connector. Without realigning Munson Highway, that intersection would have design flaws that could endanger the safety of the traveling public. With respect to your property, the realignment of Munson Highway will begin shortly after the driveway. Please see the attached map for your use. The preliminary design of this realignment would require a posted speed of less than the current 45 miles per hour. However, this will ultimately be determined during final design, as will the actual amount of property that will need to be acquired.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the



transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to the realignment of Munson Highway.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Paul Szalai PHONE: 850 382 2776  
ADDRESS: 5029 East Lake Rd  
EMAIL: PASZALAI@HOTMAIL.COM  
INTEREST IN PROJECT: Live nearby

COMMENTS: Project diagrams removed  
turn lane access to Punjab Road.  
This is located at Project Start Point.  
(South of US-90)  
The current turn lane allows access  
to Punjab Road and also allows for a  
U-turn to access businesses south of  
this point. Mainly the Piggly Wiggly.  
Your design would require the U-turn be  
made at US-90. A difficult turn for  
long wheelbase vehicles. Perhaps a  
median crossover could be provided  
just south of the Project Area or at Punjab Rd.  
Extreme wish: A grade separation for FL-87  
at US-90 & CSX rail line.

Thanks Paul



Fold Here Second and Tape Edge



Mr. Paul A. Szalai  
5029 East Lake Rd  
Milton FL 32583-7111

PENSACOLA FL 325

19 NOV 2014 PM 7:1



Liberty  
FOREVER

Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering, Inc.  
P.O. Box 1008  
Chipley, Florida 32428

32428700808



Fold Here First





*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Paul Szalai  
5029 East Lake Road  
Milton, FL 32583

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Szalai:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on a median crossover for access to Punjab Road, and also for a grade separation for S.R. 87 at the railroad crossing. Your comments have become public record as inclusion to the project files.

The median access to Punjab Road will be considered during the design phase of this project. Allowing a directional median opening at this location would violate the Access Management guidelines and would require a variance. However, it will be considered and traffic demands will help dictate if allowing this access would provide a safety concern. Currently, a grade separated intersection at S.R. 87S is not being studied at this time; however, your comment is noted.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to the removal of turn lane access to Punjab Road.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY



November 13, 2014

NAME: Carolyn Locklin PHONE: 850-957-4057

ADDRESS: 15451 Munson Highway

EMAIL: locklinc@EREC.NET

INTEREST IN PROJECT: I am part owner to a parcel of land around Clear Creek. The area is a wetland very prone to holding water; a delicate eco-system around creek.

COMMENTS: We are concerned (1) important information about the re-alignment of a section of Munson Highway wasn't released until final public meeting. (2) Some effected landowners were not contacted until final meeting (3) There will be a major disturbance to a large wetland area of clear creek with construction of 2nd bridge within a mile of present bridge. (4) This project would be the destruction of an important wildlife habitat, timber and eco-system around creek area. (5) This project is not an evacuation route with proposed Munson Highway "bottleneck" because exit route would be to a proposed future Walmart area. (6) Project doesn't utilize already existing train bed (Heritage Trail) and right of way for a road as a connection to highway 87, already under state domain. Taxpayers are now heavily taxed, this study was costly and did not address all concerns and does not solve 87 connector problems.





Fold Here Second and Tape Edge

15451 Munson Hwy  
Milton, FL  
32570

PENSACOLA FL 325

22 NOV 2014 PM 11



Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering, Inc.  
P.O. Box 1008  
Chipley, Florida 32428

Fold Here First



*Florida Department of Transportation*

**RICK SCOTT**  
**GOVERNOR**

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
**SECRETARY**

December 17, 2014

Ms. Carolyn Locklin  
15451 Munson Highway  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Locklin:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on the realignment of Munson Highway; when affected property owners were contacted; how Clear Creek will be disturbed by constructing a second bridge; your concern for the wildlife habitat, timber and eco-system around Clear Creek; and the use of Heritage Trail. Your comments have become public record as inclusion to the project files.

1. With respect to the realignment of Munson Highway, this proposed impact was shown during a public meeting dated August 16, 2011. Since this public meeting, the realignment has not been modified. This realignment was designed to provide a better connection from Munson Highway to the S.R. 87 Connector. Without realigning Munson Highway, the proposed intersection would have design flaws that could endanger the safety of the traveling public. The final configuration of the intersection will be developed during the next phase, referred to as the design phase. There will be additional public meetings during this phase for further comment and coordination on the final intersection design.
2. During the PD&E process, elected officials, local officials, interested parties, and land owners who are within 300 feet of the proposed roadway centerline are contacted regarding upcoming meetings and with project newsletters.
3. During the PD&E study, a bridge hydraulics memorandum was completed for the proposed crossing at Clear Creek. With the hydraulic information, the preliminary

bridge was designed to minimize adverse impacts to the surrounding landscape. A second hydraulic study will be completed during the design phase to ensure impacts are reduced. Any impacted wetlands will be mitigated. The design phase will outline the location and type of mitigation that will be provided. Any mitigation for wetlands is required to be done within the same watershed to counteract the proposed impacts.

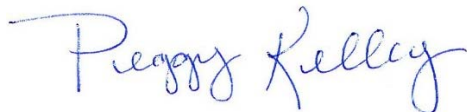
4. The terminus of the S.R. 87 Connector is still being decided. In addition, the Wal-Mart site you mentioned is located north of Alternative 1 and south of Alternative 2. With regards to utilizing the Blackwater Heritage State Trail (BHST) as the roadway, the FDOT does not favor removing existing multi-modal facilities from public use. The S.R. 87 Connector was proposed to enhance the BHST with a multimodal connection to the Old S.R. 1 Trail.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns.

Sincerely,



Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517



PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME:

Karen D. Lawler-Jimmon

PHONE:

850-449-6123

ADDRESS:

7608 Lawler Lane

EMAIL:

INTEREST IN PROJECT:

7608 Lawler Lane + 7648 Lawler Ln.  
Milton, Fl. 32578

COMMENTS:

There is a projected holding pond near my property. This is the first meeting I have been notified. Can someone tell me why I haven't been notified for previous meetings? This public hearing was the last meeting! I have lived on this property all my life and I am a tax payer in Santa Rosa County. I worked for the Santa Rosa County School Board for 40 years and retired in 2013. This road would be a bottle neck for traffic if you need a road for evacuation route for Navarre. I wouldn't you travel North instead of west crossing Manassas Hwy. 191 at 7608 Lawler Lane. Also there is a projected traffic light at Lawler Lane. Why is the road not running behind Whiting Field at East State Rd.? There is already a road connecting to SR 87 in that location that would save the taxpayers money! Really, isn't this road being built to connect East Milton to the Wal-Mart that might be built on SR 87? Building another bridge across Clear Creek is an enormous expense for us tax payers in Santa Rosa County!

S

Ms Karen D Simmons  
7608 Lawler Ln  
Milton, FL 32570-8449

PENSACOLA FL 325

21 NOV 2014 PM 2:1



Mrs. Cockley Pate  
Public Administration Coordinator  
Public Engineering, Inc.  
P.O. Box 1008

Chapley / FL 32428  
32428700808

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: Karen D. Lawler Simmons PHONE: 850-449-6123

ADDRESS: 7608 Lawler Lane

EMAIL: \_\_\_\_\_

INTEREST IN PROJECT: 7608 Lawler Lane + 7648 Lawler Lane  
Milton, FL 32570

COMMENTS: See attach letter

RECEIVED

NOV 24 2014

ENVIRONMENTAL MANAGEMENT  
OFFICE



There is a projected holding pond near/on my property. This is the first meeting I have been notified. Can someone tell me why I haven't been notified for pervious meetings? This public hearing was the last meeting! I have lived on this property all my life and I am a tax payer in Santa Rosa County. I worked for the Santa Rosa County School Board for 40 years and retired in 2013. This road would be a bottle neck for traffic if you need a road for evacuation route for Navarre, Florida wouldn't you travel North instead of West crossing Munson Hwy ( CR 191) at 7608 Lawler Lane. Also, there is a projected traffic light at Lawler Lane. Why is the road not running behind Whiting Field at East Gate Road? There is already a road connecting to SR 87 in that location that would save the tax payers money! Really, isn't this road being built to connect East Milton to the Wal-Mart that might be built on SR 87??? Building another bridge across Clear Creek is an enormous expense for us tax payers in Santa Rosa County!

Thanks,  
Karn D. Lawler Simon  
7608 Lawler Lane  
Milton, FL 32570

Ms Karen D Simmons  
7608 Lawler Ln  
Milton, FL 32570-8449

Doyle Valley  
FDOT Project Manager  
1074 Highway 90  
Chapley, AL 32428

[illegible][illegible]



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Ms. Karen Lawler Simmons  
7608 Lawler Lane  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Simmons:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments regarding the potential stormwater pond located near your property. Your comments have become public record as inclusion to the project files.

The potential pond location, which was shown on the exhibits at the public hearing, is only one location that is being considered for a stormwater pond. The final location will be determined during the design of this roadway. During the PD&E process, land owners who are within 300 feet of the proposed roadway centerline are contacted regarding upcoming meetings. The last meeting that was held was on August 16, 2011. At that time, the potential pond sites were not determined. We have included a location map for your use of the site in question.

Initially, during the beginning of this study, an alternative was considered which would travel north from S.R. 87S, cross the Blackwater River, travel along east of Whiting Field, and connect north of Whiting Field to S.R. 87N. This alignment was determined to be flawed due to property that was purchased through the Florida Forever program. Due to this land, the Federal Highway Administration decided to remove that alignment from consideration.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years



2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to the S.R. 87 Connector and to the potential stormwater pond locations.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive, flowing style.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517



**S.R. 87 Connector PD&E**

- Proposed Ponds
- Alternative 2 - 1a, 1b, 2a
- Alternative 1 - 1a, 1b, 1c
- 2014 Parcels Alternative 1

**Lawler Properties**

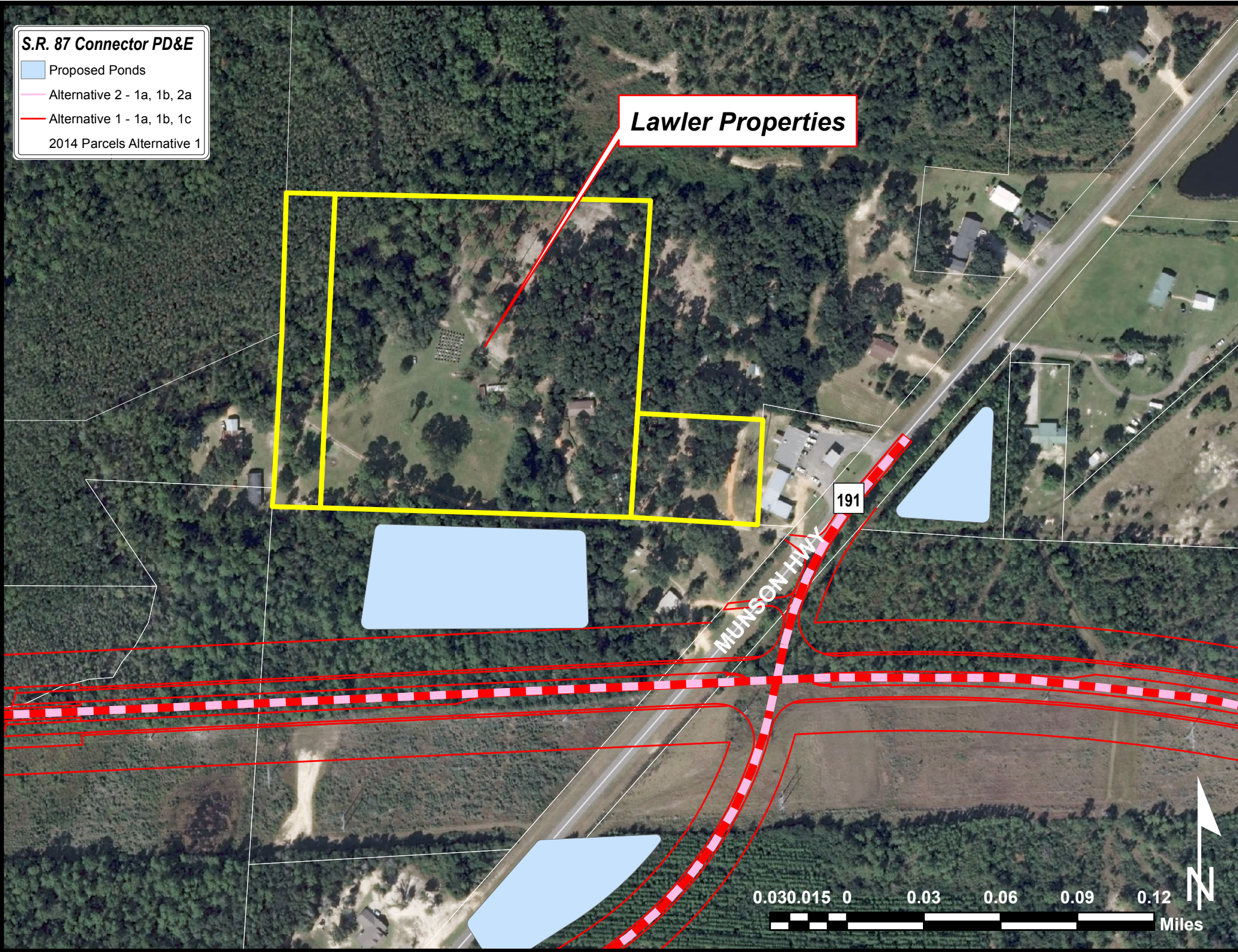
191

MUNSON HWY

0.030.015 0 0.03 0.06 0.09 0.12

Miles

N







## 5.0 COMMENTS

### ***5.2 Comments Received After Official Period***



---

**From:** Amy Wiwi  
**Sent:** Tuesday, December 09, 2014 3:34 PM  
**To:** [comptonv@bellsouth.net](mailto:comptonv@bellsouth.net)  
**Cc:** Kelley, Peggy (Peggy.Kelley@dot.state.fl.us); William Sloup; Nicole Mauntler  
**Subject:** FW: S.R. 87 Connector PD&E Study Public Comment

Vernon,

Peggy asked that one of our engineers that worked through the Value Engineering Process review your question and respond to you about the trail. The below is the response they sent to me. Please note that we have new design requirements that will be followed when final design takes place on the SR 87 Connector. We are including this comment in the public involvement package we are currently putting together for FHWA review. I apologize for taking so long to respond, but we are responding to ALL of the comments from the hearing now as well. Please let me know if you have more questions or need any more information.

Thank you for your comment Mr. Compton. As you have noticed, the multi-use trail has been removed from the SR 87 Connector from the Blackwater Heritage State Trail to the terminus of the project. This was a result of a Value Engineering Study that FDOT District 3 completed in January of 2013. Value Engineering Studies are completed for projects that have a total cost (including design, right-of-way, and construction) greater than \$25 million. The Value Engineering Team brought forth the savings alternative which would end the multi-use path at the Blackwater Heritage State Trail. This alternative resulted in a savings of \$760,000. It should be noted that the right-of-way required for the construction of the multi-use path will be purchased initially with the intent of constructing the path in the future. The Clear Creek Bridge will also include the necessary width required for a future multi-use path. The project will include 5-foot paved shoulders through the rural typical section and 7-foot bicycle lanes within the urban typical section. The 7-foot bicycle lanes are a new requirement outlined by FDOT for new construction projects with urban typical sections which are within one mile of the urban boundary.

Thanks!

AMY Y. WIWI, GISP  
Vice-President



PO Box 1008  
1265 Church Ave  
Chipley, FL 32428  
Office: (850) 638-2393  
Fax: (850) 638-2397  
[amywiwi@metriceng.com](mailto:amywiwi@metriceng.com)  
[www.metriceng.com](http://www.metriceng.com)

---

**From:** Vernon Compton [<mailto:comptonv@bellsouth.net>]  
**Sent:** Monday, November 24, 2014 8:51 AM  
**To:** Kelley, Peggy  
**Subject:** S.R. 87 Connector PD&E Study Public Comment

Dear Ms. Kelley,

Thank you for the opportunity to provide public comment on the S.R. 87 Connector PD&E Study.

I am very pleased with the bicycle/pedestrian connections included in the project from S.R. 90 north to the Blackwater Heritage State Trail. Including a multiple use trail connection along the route is important to the safe movement of pedestrians and bicyclists. I would say this is especially so since the road provides a connection to a jobs center for Santa Rosa County, the SR County Industrial Park. It also provides a connection to other trails. Thank you for including this in the project.

However, I am disappointed that the multiple use trail has been removed from the connector proceeding north from the Blackwater Heritage Trail. I encourage you to add this back into the project if at all possible. Many live north of Milton but commute to work either at the S.R. County Industrial Park or the Santa Rosa County Jail. In addition, NAS-Whiting Field is a major employer for the entire area. Providing transportation alternatives is important for them. In addition, I have seen major road expansion occur with both S.R. 98 and S.R. 90 without adequate pedestrian and bicycle features installed when built. It has been extremely difficult for these feature to go in afterwards. Could we not build this road in a better way than 98 and 90 and include full bicycle/pedestrian features from the beginning for the entirety of the road by including not only road shoulders but also a multiple use trail? Such a full system was indicated at the first public meeting held pertaining to this connector. Since the stated approach to this project is to thoroughly assess the safety, mobility and community needs of a possible connector, I suggest including the multiple use trail best allows all of these items to be met.

Thank you for considering my request.

Sincerely,

Vernon

Vernon Compton  
5149 Santa Rosa Street  
Milton, FL 32570  
[comptonv@bellsouth.net](mailto:comptonv@bellsouth.net)  
850-982-4544

Attention: The information contained in this E-mail message is privileged and confidential information intended only for the use of the individual(s) named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please contact the sender by reply E-mail and destroy all copies of the original message. Thank you.

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

November 22, 2014

NAME: Robin Brown

PHONE: 850 776-5497

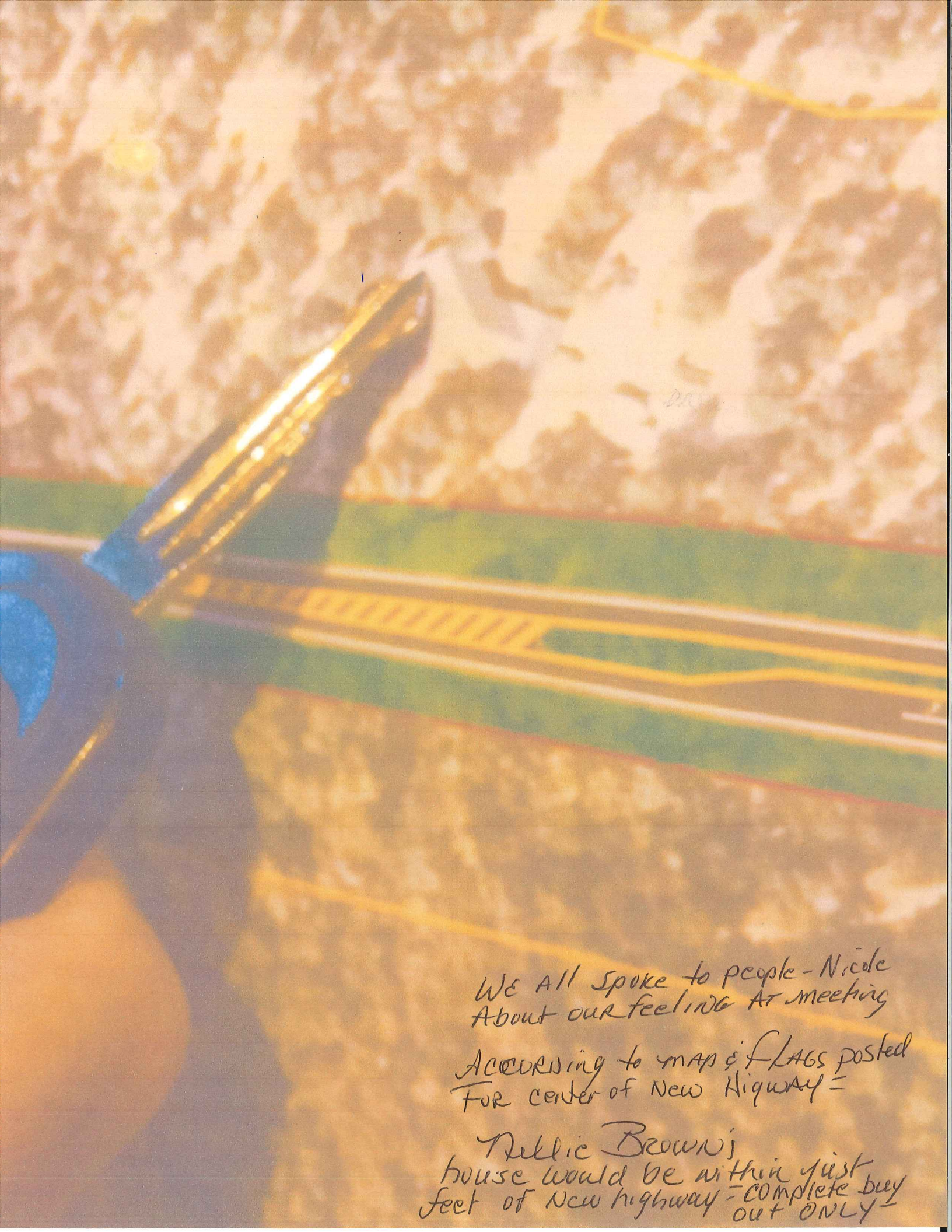
ADDRESS: 7119 Hwy 87 N Milton FL 32570

EMAIL: ~~My~~ My property connects to parents but:

INTEREST IN PROJECT: the only interest is if a complete buy out is made for "Nellie Brown" - including home and land. Please consider a buyout for them if #2 is approved.  
(PARENTS)

COMMENTS: Nellie Brown's property will have an intersection at end of driveway including a three lane-left turn lane - my parents are elderly and do not need or desire to live in the middle of two highways - as well as having the new ROAD 87 connector only a very short distance from their home 50 feet or less at one point. According to meeting AND flags that were posted for middle of new road - They want to be bought out 100% not just a portion of their property. I also have land connecting to theirs. My concern is them as stated at meeting to Jennifer and Nicole and others there. Even with new drives put in my parents would be living in most dangerous conditions as far as mail, driveway and traffic near their house. If the entire home/land - (parents) is not bought out like our neighbor (TRAILER next door) we are against the new connector directly behind and running through their property as well as our driveway. Please refer to map of #2 connector map and you will see how they will be in middle of 2 highways - STRAIGHT ACROSS FROM HARVEST POINT SUBDIVISION  
THANK YOU - Robin Brown





We All Spoke to people - Nicole  
About our feelings At meeting

According to map & LAGS posted  
For center of New Highway =

Nellie Brown's  
house would be within just  
feet of New highway - complete buy  
out ONLY -



R. BROWN  
7119 Hwy 87N  
Mn, Hwy FL 32570

received  
12/2/14

Ms. Ashley Tate  
Public Involvement Coordinator  
Metric Engineering Inc.  
P.O. Box 1008  
Chipley FL 32428

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01 DEC 2014 PM 11



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*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Ms. Robin Brown  
7119 Highway 87N  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Brown:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on seeking complete buyout of your parents' home and property if Alternative 2 is chosen.

The final decision regarding the chosen alignment will be made within the next few months. A newsletter will be sent out in early 2015 which will outline the final decision. The right-of-way phase is not funded currently. During the design phase, the right-of-way requirements will be finalized. At this point, if the right-of-way phase is funded, FDOT personnel will contact your parents regarding their property. This will be their opportunity to discuss any acquisition purchases.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.



Again, thank you for your concerns related to Alternative 2 bringing a new road within such close proximity to your parents' residence.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NOV. 23-14

NAME: Nellie & Mike Brown PHONE: 1-989-284-0996

ADDRESS: 7119 HWY 87 N Milton FL 32570

EMAIL: \_\_\_\_\_

INTEREST IN PROJECT: To be completely bought out both  
home and property - Not just a portion but the house  
and property at 7119 HWY 87 N - if new road is approved -  
we live across the street from MILTON -  
HARVEST POINT

COMMENTS: We want 100% buyout - Nellie Brown  
we can not live with Highway enclosing  
us in like a cage or a prison cell with walls.  
The new highway will only be 40-50 ft from our  
home and our driveway will become a 3 way lane -  
w/turn <sup>LEFT</sup> lane. This would be busy noisy traffic  
with noisy trucks etc. never stopping, but continuous  
and constant trucks traffic with bright lights and  
big noises. There will be absolutely no  
privacy any more which is the reason we  
bought this property in the first place with  
the wide open acres and peaceful trees. we don't  
want this highway running near our home.  
We want to be completely bought out - "house  
and property," if 87 connector comes this way.  
We are elderly and don't want a new drive  
off either busy highway cutting into our property.  
We feel it could be more dangerous with all the  
added traffic as well. The only way we will  
agree is if we are completely bought out not  
just a partial buy out for land used on all of  
our home & property Nellie Brown Mike

Fold Here and at Tape Edge

Nellie BROWN  
7119 HWY 87N  
Milton FL 32570

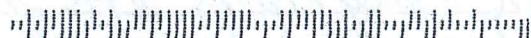
PENSACOLA FL 325

01 DEC 2014 PM 1 L



Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering, Inc.  
P.O. Box 1008  
Chipley, Florida 32428

32428700808



Fold Here First







*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Ms. Nellie Brown  
7119 Highway 87N  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Ms. Brown:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on seeking complete buyout of your home and property if Alternative 2 is chosen.

The final decision regarding the chosen alignment will be made within the next few months. A newsletter will be sent out in early 2015 which will outline the final decision. The right-of-way phase is not funded currently. During the design phase, the right-of-way requirements will be finalized. At this point, if the right-of-way phase is funded, FDOT personnel will contact you regarding your property. This will be your opportunity to discuss any acquisition purchases.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your concerns related to Alternative 2 bringing a new road within such close proximity to your residence.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517

PUBLIC HEARING  
WRITTEN COMMENT FORM



State Road 87 Connector PD&E Study

SANTA ROSA COUNTY

November 13, 2014

NAME: KYLE HOLLEY PHONE: (850) 712-8788

ADDRESS: 5920 WILLARD NORRIS RD

EMAIL: Kyle@unitedwaysrc.org

INTEREST IN PROJECT: ECONOMIC DEVELOPMENT / TOURISM  
DEVELOPMENT / IMPROVED TRAFFIC FLOWS /  
COMMUNITY DEVELOPMENT.

COMMENTS:

GENERAL SUGGESTIONS:

ADD TO YOUR PRESENTATION DEVELOPMENT OF A  
CRITICAL NORTH/SOUTH TOURISM CORRIDOR FOR THE  
STATE OF FLORIDA (HWY 87) CONNECTING SANTA ROSA  
COUNTY BEACHES TO ALABAMA, ETC.

DESIGN PREFERENCE: ROUTE 1C

1) LESS STORMWATER RUNOFF

2) LESS COST

3) INCREASED REDUCTION OF TRAFFIC THROUGH  
DOWNTOWN MILTON

DESIGN ENHANCEMENT:

AT THE INTERSECTION OF HWY 87 + HWY 90  
THE CONNECTION TO THE GULF POWER PIECE OF  
PROPERTY AND PARK (BOBBY BROWN RD) COULD  
BE MOVED NORTH CREATING A BETTER  
SITUATION FOR GULF POWER, SANTA ROSA

CNTY ECONOMIC DEVELOPMENT AND EAST MILTON PARK.

THIS SUGGESTION HAS DETAIL-CALL FOR EXPLANATION  
(850) 712-8788 KYLE S. HOLLEY, SRC TOURIST D. COUNCIL #54415



Fold Here Second and Tape Edge

PENSACOLA FL 325

02 DEC 2014 PM 12:11



Ms. Ashley Pate  
Public Involvement Coordinator  
Metric Engineering, Inc.  
P.O. Box 1008  
Chipley, Florida 32428

32428700808



Fold Here First



*Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

1074 Highway 90  
Chipley, Florida 32428

**ANANTH PRASAD, P.E.**  
SECRETARY

December 17, 2014

Mr. Kyle Holley  
5920 Willard Norris Road  
Milton, FL 32570

RE: State Road 87 Connector Project Development and Environment (PD&E) Study  
State Road 87 South at State Road 10 (U.S. 90) to State Road 87 North, Santa  
Rosa County  
Financial Project Identification Numbers: 416748-3-22-01, 416748-3-22-02,  
416748-4-22-01, 416748-4-22-02, and 416748-4-22-90

Dear Mr. Holley:

The Florida Department of Transportation (FDOT) would like to thank you for attending the Public Hearing held on November 13, 2014 at the Milton First Assembly of God. The FDOT values your interest, as well as your comments on your preference for Alternative 1.

The improvements to Bobby Brown Road and East Milton Road will be taken into consideration. Coordination with Gulf Power and the County will be necessary with the improvements that you have outlined. The final connection configuration will be determined in design.

This PD&E study is anticipated to be finished in June of 2015. The next phase of this project will be the design phase. According to the Florida Alabama Transportation Planning Organization (TPO), the design phase is estimated to be funded in the years 2016-2020. The funding for the right-of-way phase and construction phase is not currently within the TPO's 2035 Cost Feasible Plan at this time.

Public participation is one of the most important aspects of any PD&E Study. It allows the project team to gain information from the users that have a stake in the transportation decisions in their area. The comments we receive are essential to ensuring the proposed solution meets the community's needs.

Again, thank you for your comments related to Alternative 1 and an improvement with the Bobby Brown Road connection.

Sincerely,

A handwritten signature in blue ink that reads "Peggy Kelley". The signature is written in a cursive style with a large, stylized "P" and "K".

Peggy Kelley  
FDOT Project Manager  
1074 Highway 90  
Chipley, FL 32428  
850-330-1517